

Future I-5 Highway Cover: Lower Albina Planning Session



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Part I: Project Phasing and Development Priorities

Phase 1 -- District Priorities

During your work with Albina Vision Trust last summer, the blocks between Broadway and Weidler included a variety of new uses.

ODOT has announced that due to funding constraints they will be building the highway cover in two phases.

The first phase will construct the section of the highway cover between NE Broadway and Weidler. The remainder of the highway cover will be constructed once funding has been secured.

Based on this phasing, do you still prefer this set of uses on these sites, or would you prioritize other uses for phase 1?

1-5 RQ PHASED HIGHWAY CAP

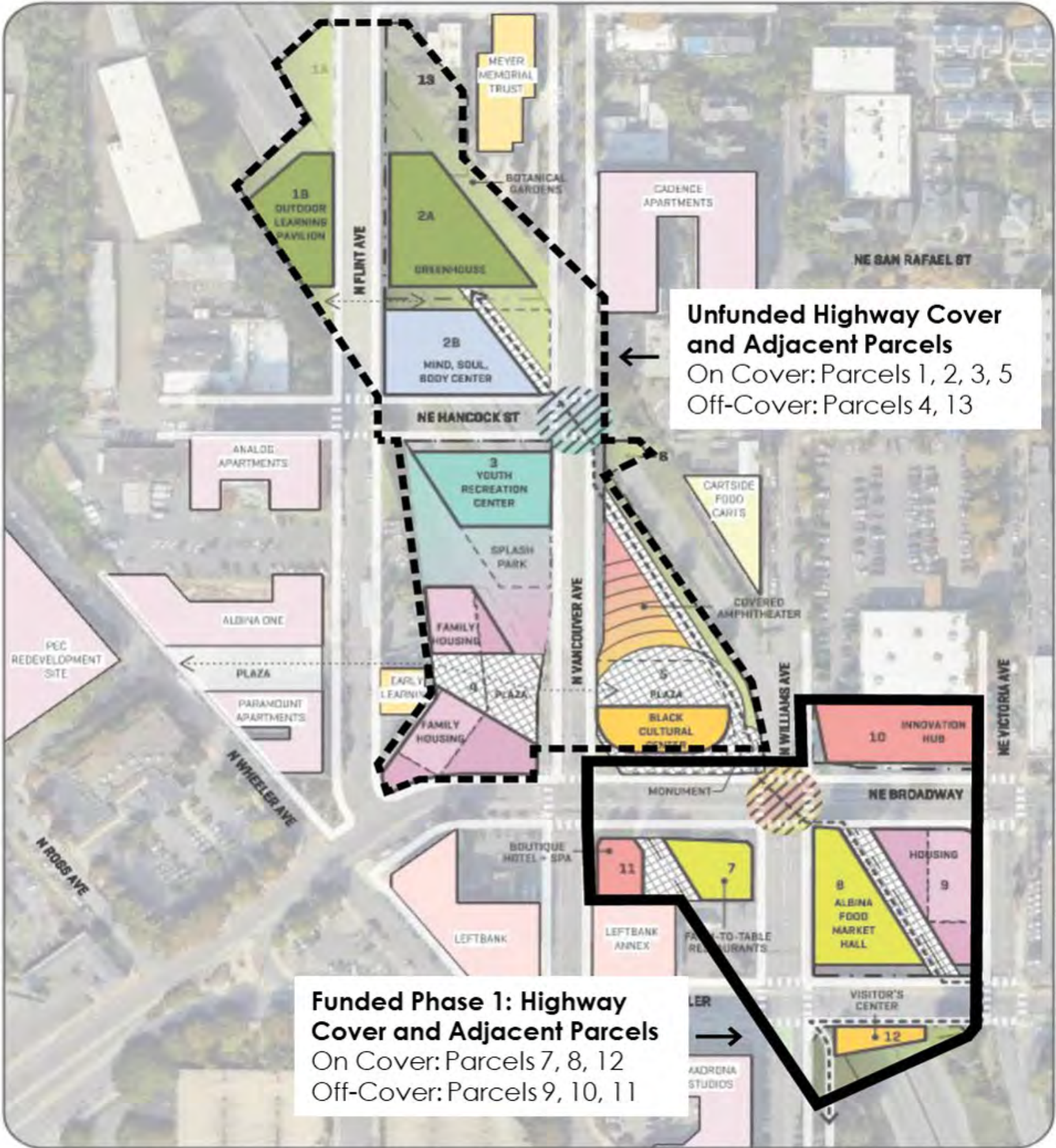
DEVELOPABLE LAND ANALYSIS

PHASE 2 (UNFUNDED)

- Parcel 1A (On Cover)**
Highway buffer planting
- Parcel 1B (On Cover)**
Outdoor Learning Pavilion
- Parcel 2A (On Cover)**
Greenhouse
- Parcel 2B (On Cover)**
Mind, Soul, Body Center
- Parcel 3 (On Cover)**
Youth Recreation Center & Play areas/Splash Par
- Parcel 5 (On Cover)**
Black Cultural Center, Plaza & Covered Amphitheater
- Parcel 4 & 13 (Off Cover)**

PHASE 1 (FUNDED)

- Parcel-7 (On Cover)**
Farm - to - Table Restaurants
- Parcel-8 (On Cover)**
Albina Food Market Hall
- Parcel 12 (On Cover)**
Visitor's Center
- Parcel-9 (Off Cover)**
Housing
- Parcel-10 (Off Cover)**
Innovation Hub
- Parcel-11 (Off Cover)**
Boutique Hotel&Spa

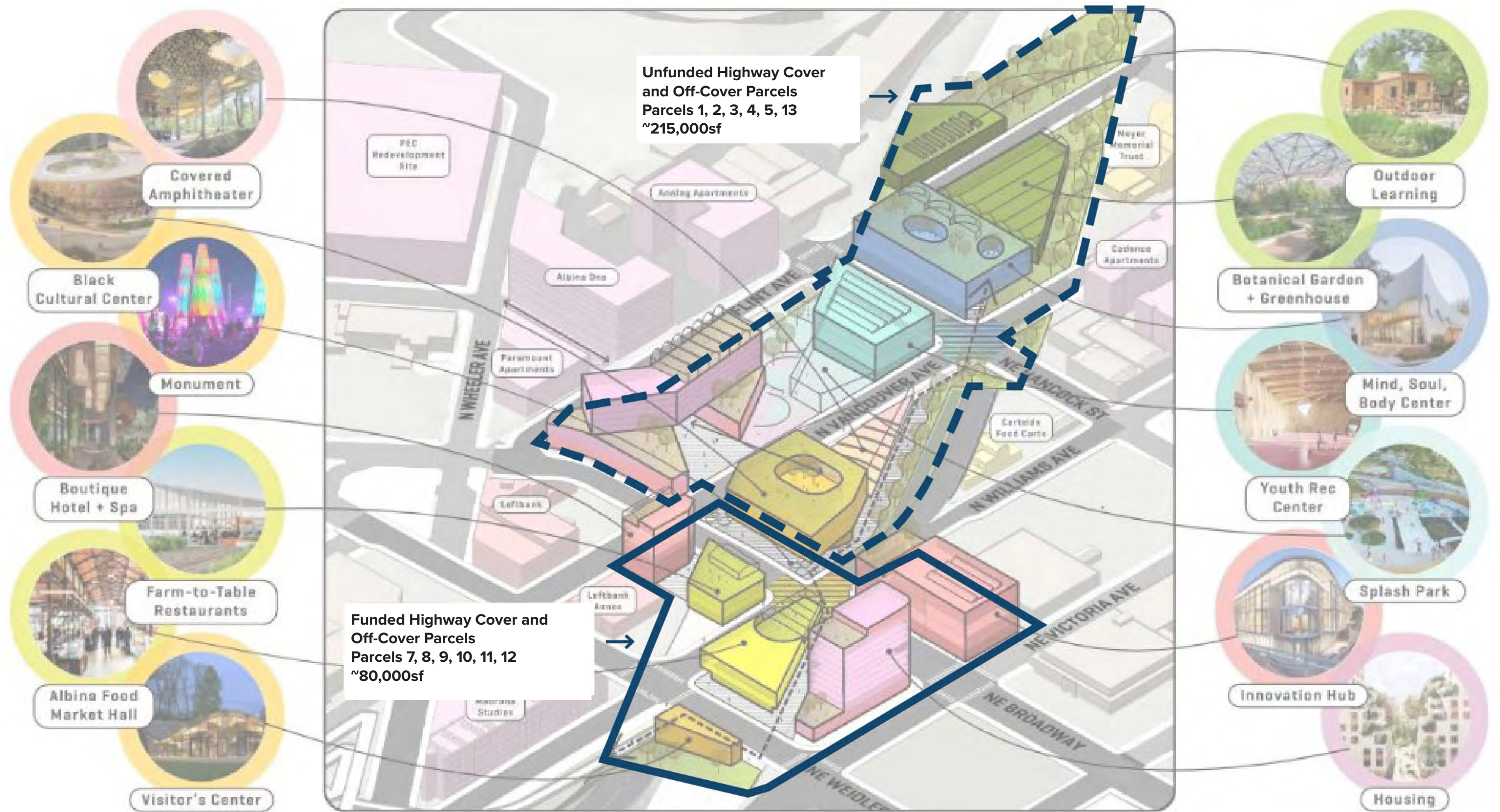


**Phase 1 Off-Cover Parcels required for construction staging*

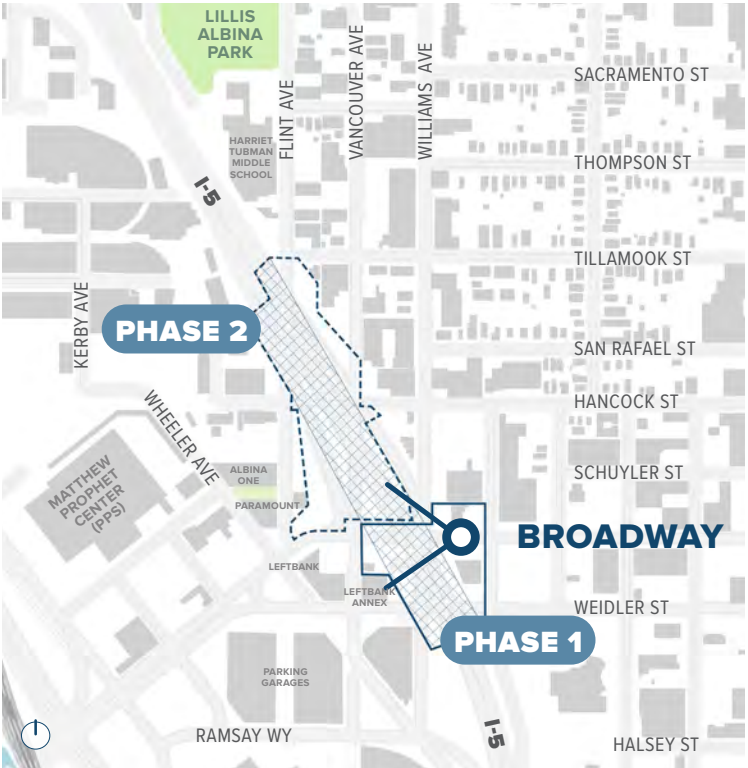
Diagram updated since HAAB Summer Engagement Series

1-5 RQ PHASED HIGHWAY CAP

3D - DEVELOPABLE LAND ANALYSIS, PROGRAMMING, PHASING



BROADWAY & WILLIAMS



EXISTING



? IS THE FARM-TO-TABLE RESTAURANT A PRIORITY FOR PHASE 1? IF NOT, WHAT IS? WHICH STREET SHOULD THIS BUILDING FACE?

PHASE 1

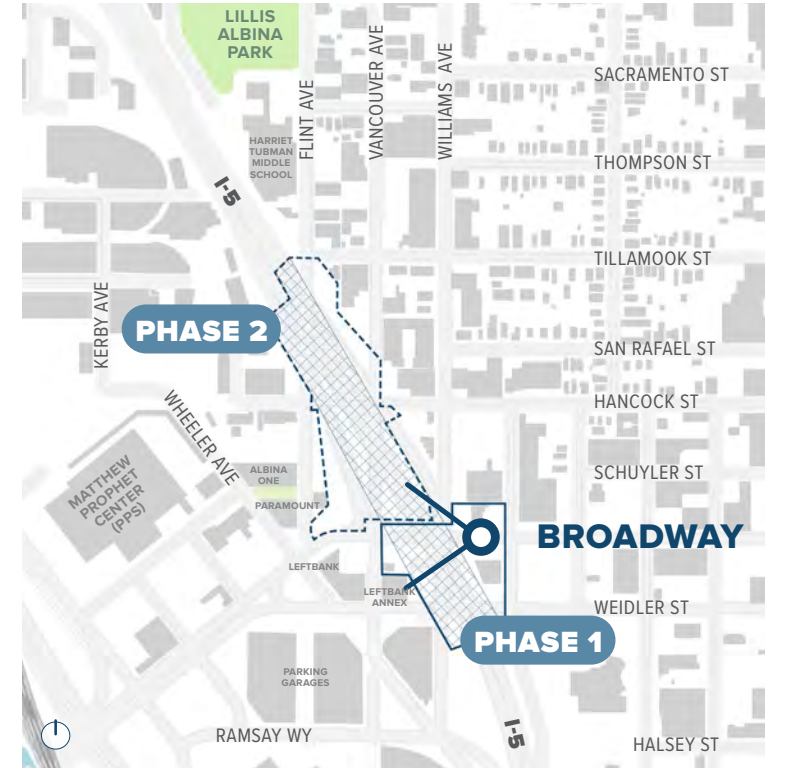
**BOUTIQUE HOTEL & SPA:
ON SOLID GROUND²**

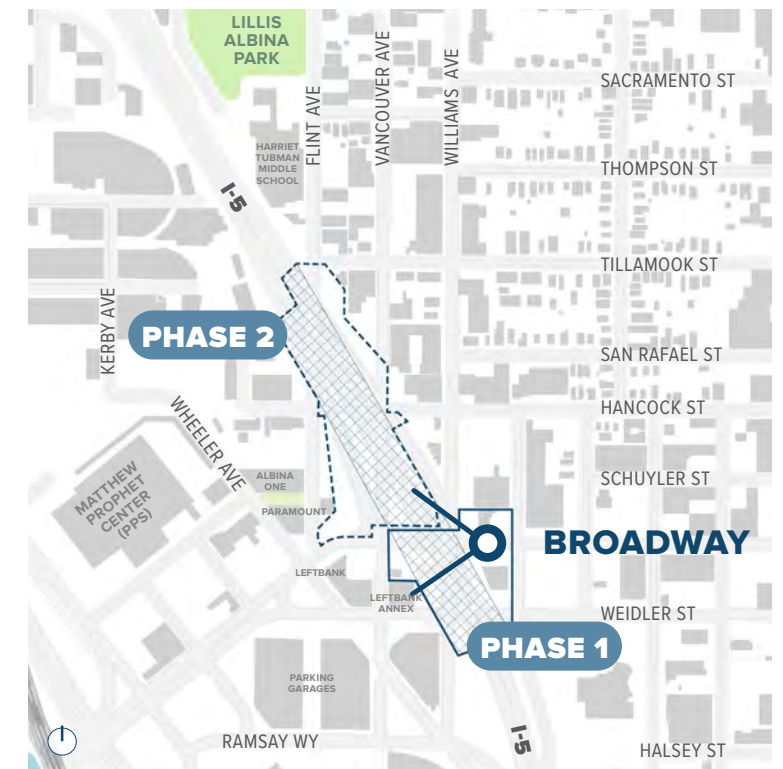
ALBINA ONE

**NOISE LEVELS
OUTSIDE HEALTHY
RANGE¹**
(80DB)

VEGETATION MUST BE PLANTED ABOVE THE THE HIGHWAY COVER

PHASE 1
PHASE 2





— PHASE 1
 --- PHASE 2

PHASE 2



Phase 1 - District Priorities

Based on this phasing, do you still prefer this set of uses on these sites, or would you prioritize other uses for phase 1?

Part II: Highway Cover Connectivity

Broadway/Weidler Main Street

The Broadway and Weidler couplet is an important east/west connection and will play a vital role in the future of this district.

These streets are Main Streets which are characterized by buildings being developed immediately adjacent to the sidewalk, with main entrances and ground floor windows facing the street.

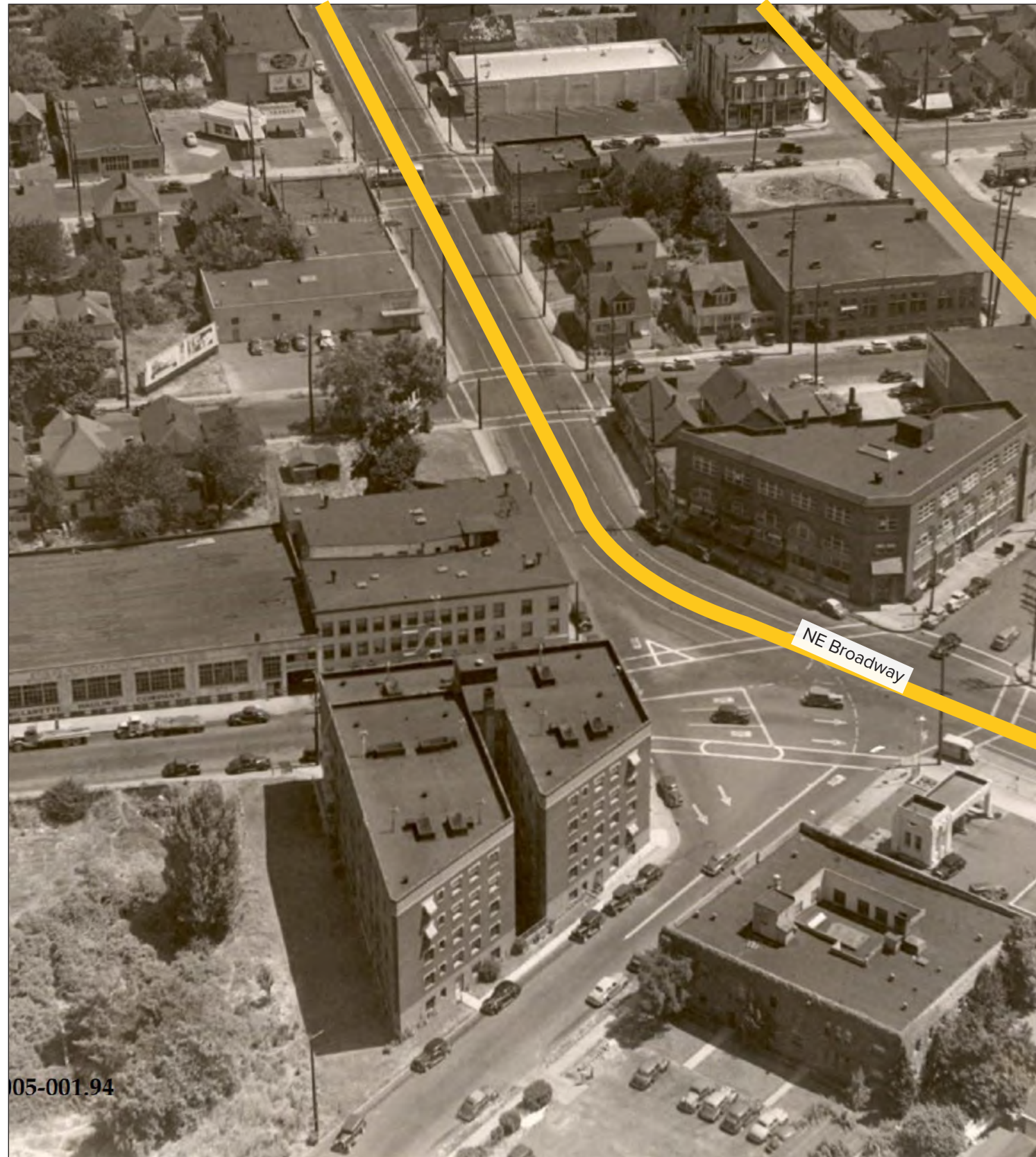
As a pedestrian on Broadway and Weidler, do you prefer to maintain a similar character for the sections of Broadway and Weidler that cross the highway cover, or is the highway cover a location where buildings are setback to accommodate outdoor space, active or quieter areas or other features?

RECONNECT AND REPAIR



HISTORIC CONTEXT

LEFTBANK BUILDING AERIAL, 1950



LEFTBANK @ WEIDLER AND WHEELER, 2025

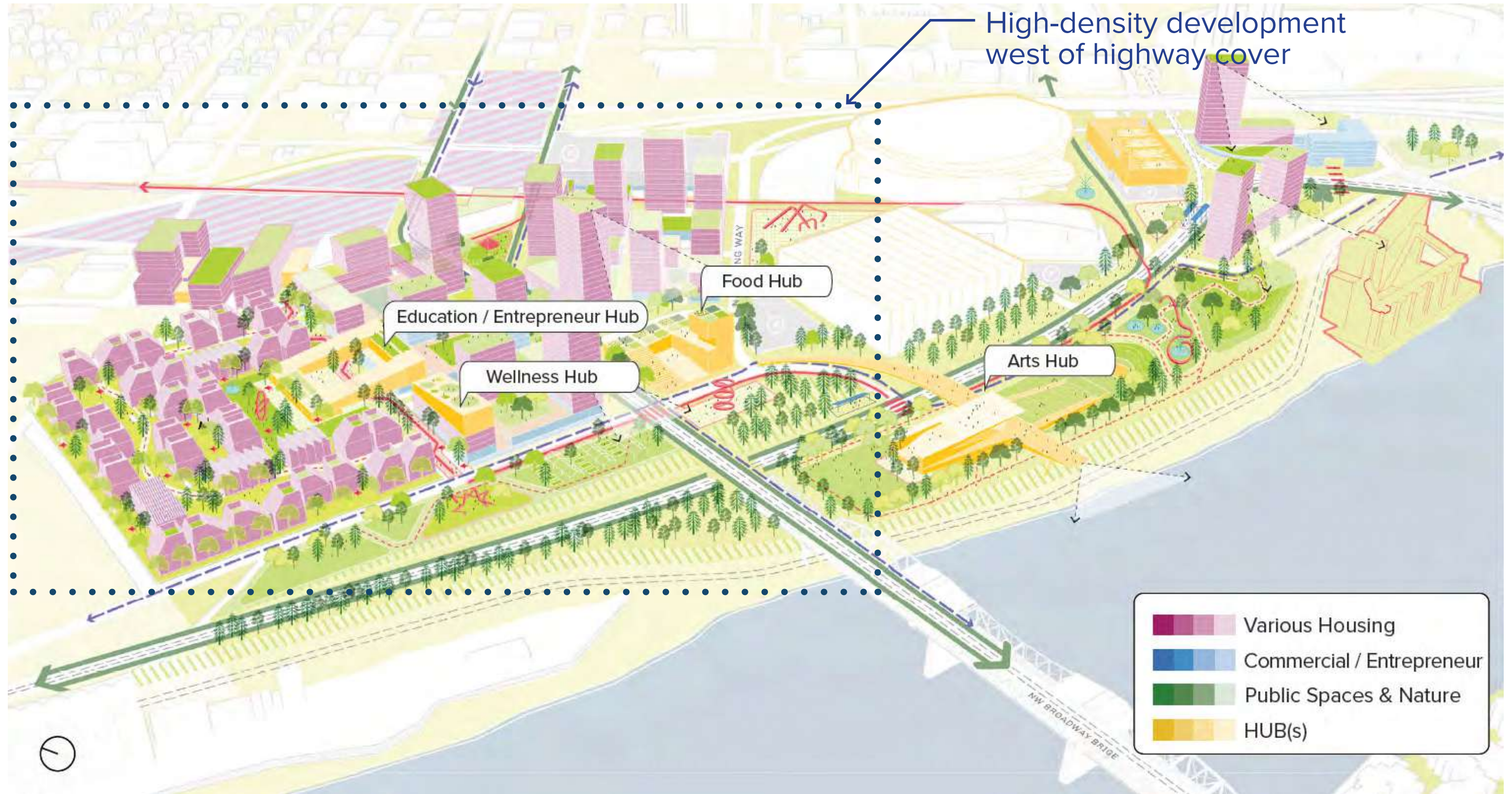


NE BROADWAY, VIEW WEST, 2025



DEVELOPMENT WEST OF COVER

AVT Community Investment Plan (CIP): The Plan (2041 - 2050)

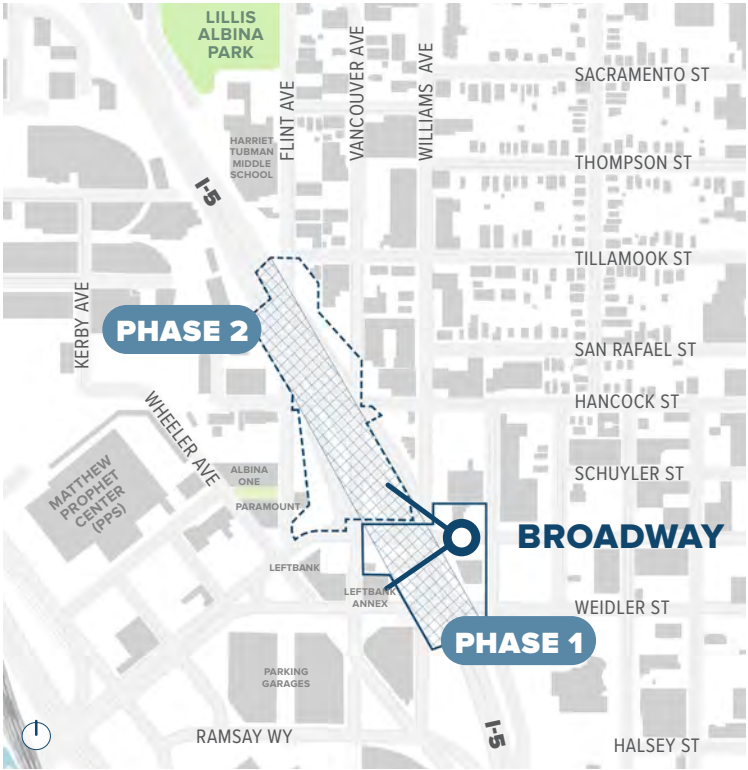


BROADWAY & WILLIAMS

WHAT SHOULD BE PUT IN THIS SPACE TO
ACTIVATE THE STREET, REDUCE NOISE,
AND/OR COMMUNICATE HISTORY...?

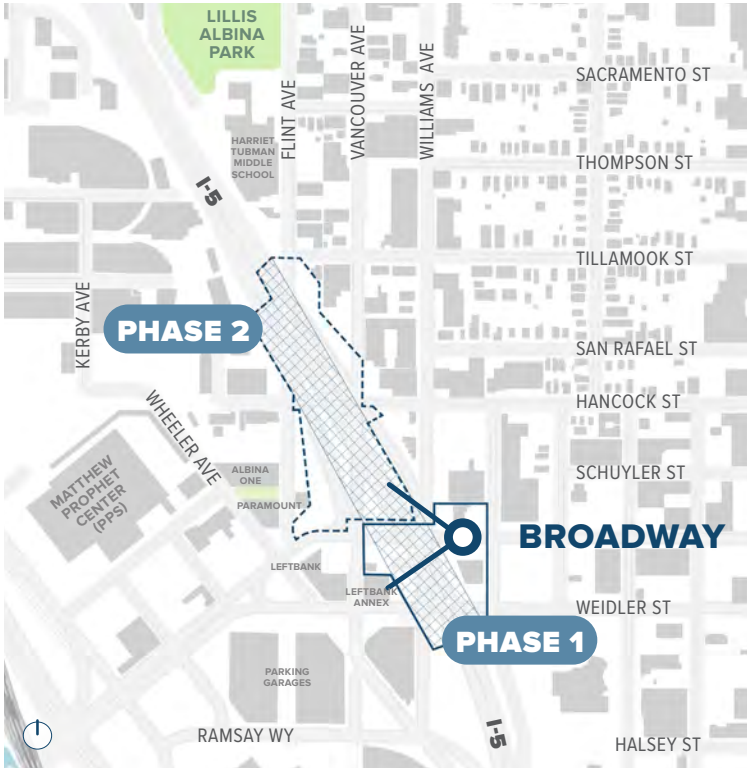


- PHASE 1
- - - PHASE 2



BROADWAY & WILLIAMS

HOW CAN A COMFORTABLE ENVIRONMENT
BE CREATED GIVEN THE COVER'S
LIMITATIONS FOR LANDSCAPE?



PHASE 2



LANDSCAPE ON THE COVER



Elevated Open Space at Culver City steps and main plaza



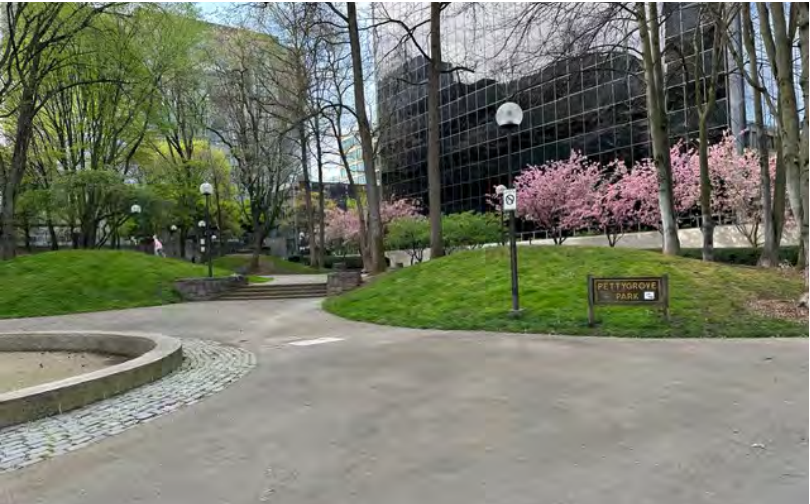
Street Tree Planter, NYC (Japanese Tree Lilac)



Elevated Building at Heartline Plaza, Portland Oregon



Shade Structure, 2020 Expo, Dubai



Rolling hills and trees at Pettygrove Park, Portland



Raised planter and traffic buffer sketch along NE Broadway Portland

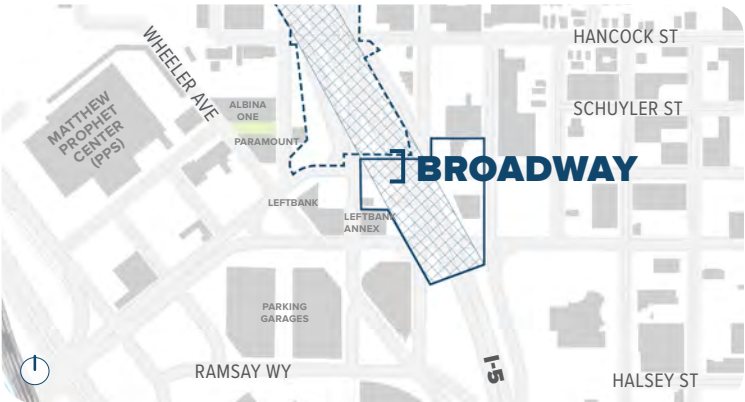


Shade Structure, Culver City Main Plaza



Raised Planter and Seating, Culver City Main Plaza

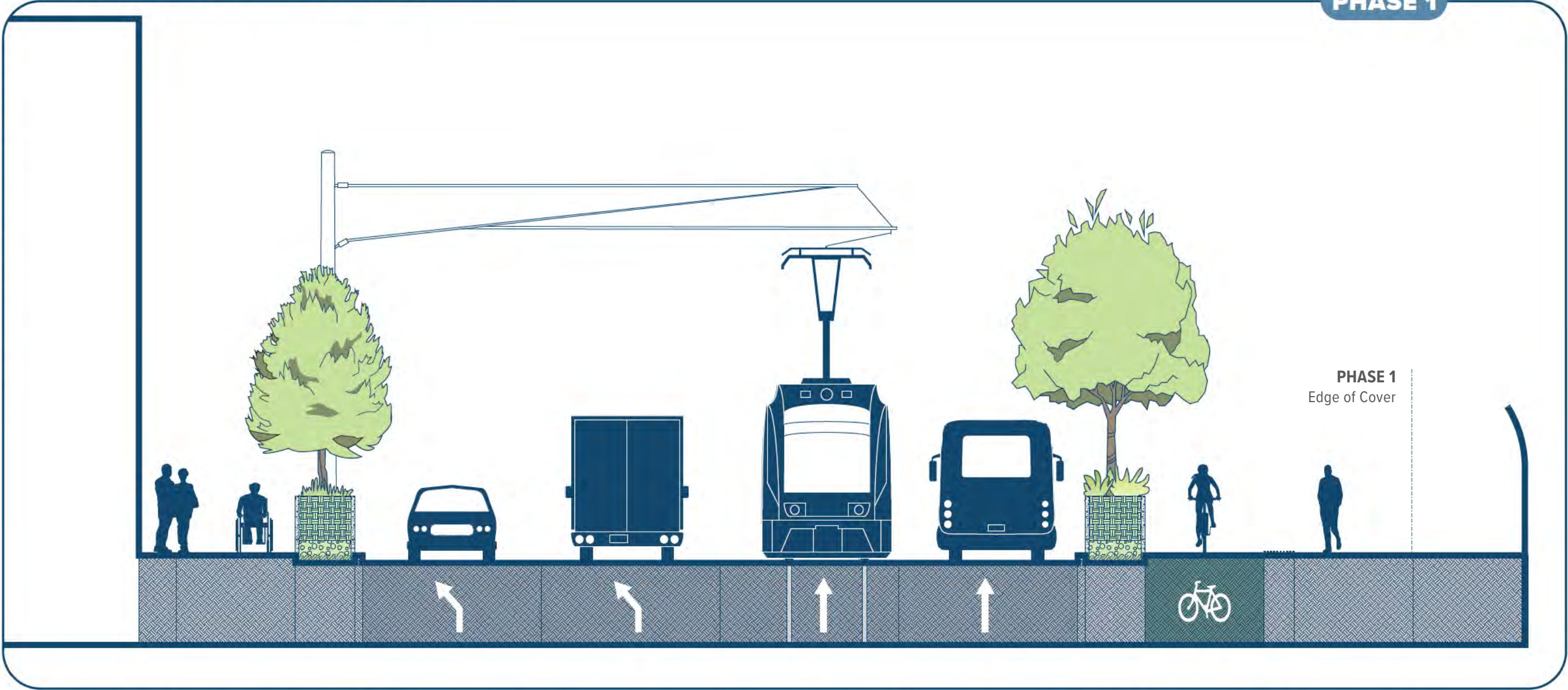
STREET SECTION



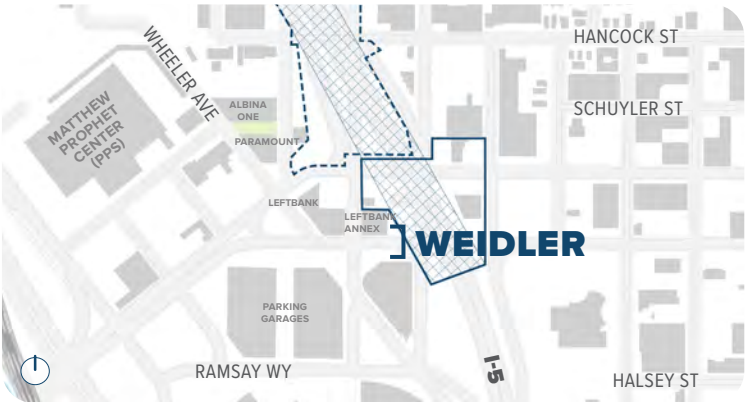
BROADWAY | ON COVER

PROPOSED DESIGN

PHASE 1

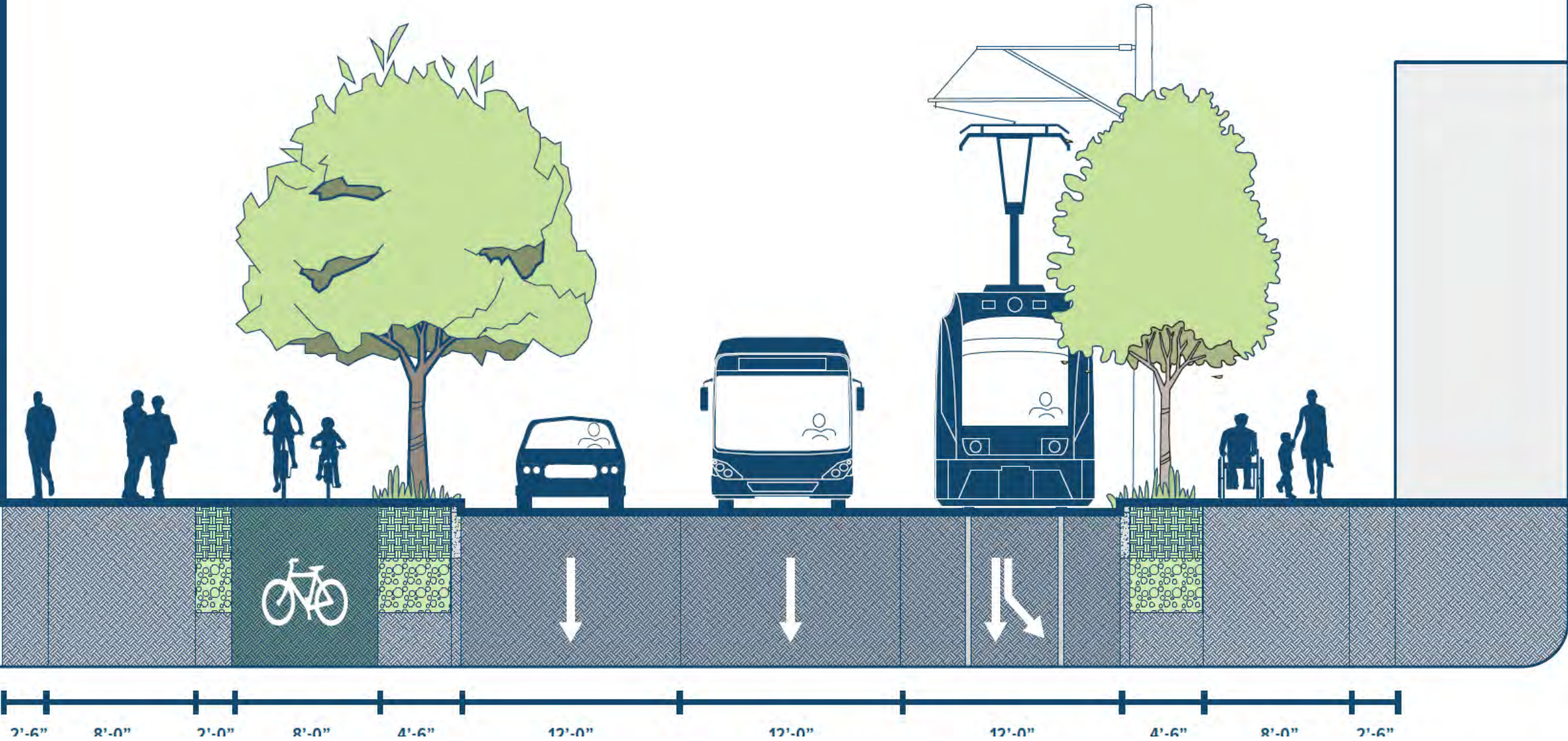


STREET SECTION



PROPOSED DESIGN

PHASE 1



Broadway/Weidler Main Street

As a pedestrian on Broadway and Weidler, do you prefer to maintain a similar character for the sections of Broadway and Weidler that cross the highway cover, or is the highway cover a location where buildings are setback to accommodate outdoor space, active or quieter areas or other features?

Future of Vancouver & Williams

Williams and Vancouver serve as key north-south connections through the district, but they differ in character.

Vancouver functions primarily as a connector through the district, while Williams has historically served as a neighborhood main street.

Would walking, biking or spending time on Williams feel or look different than Vancouver, acknowledging its role as a historic neighborhood main street?

CHANGING CONTEXT

N. WILLIAMS LOOKING NORTH OF RUSSELL



CHANGING CONTEXT

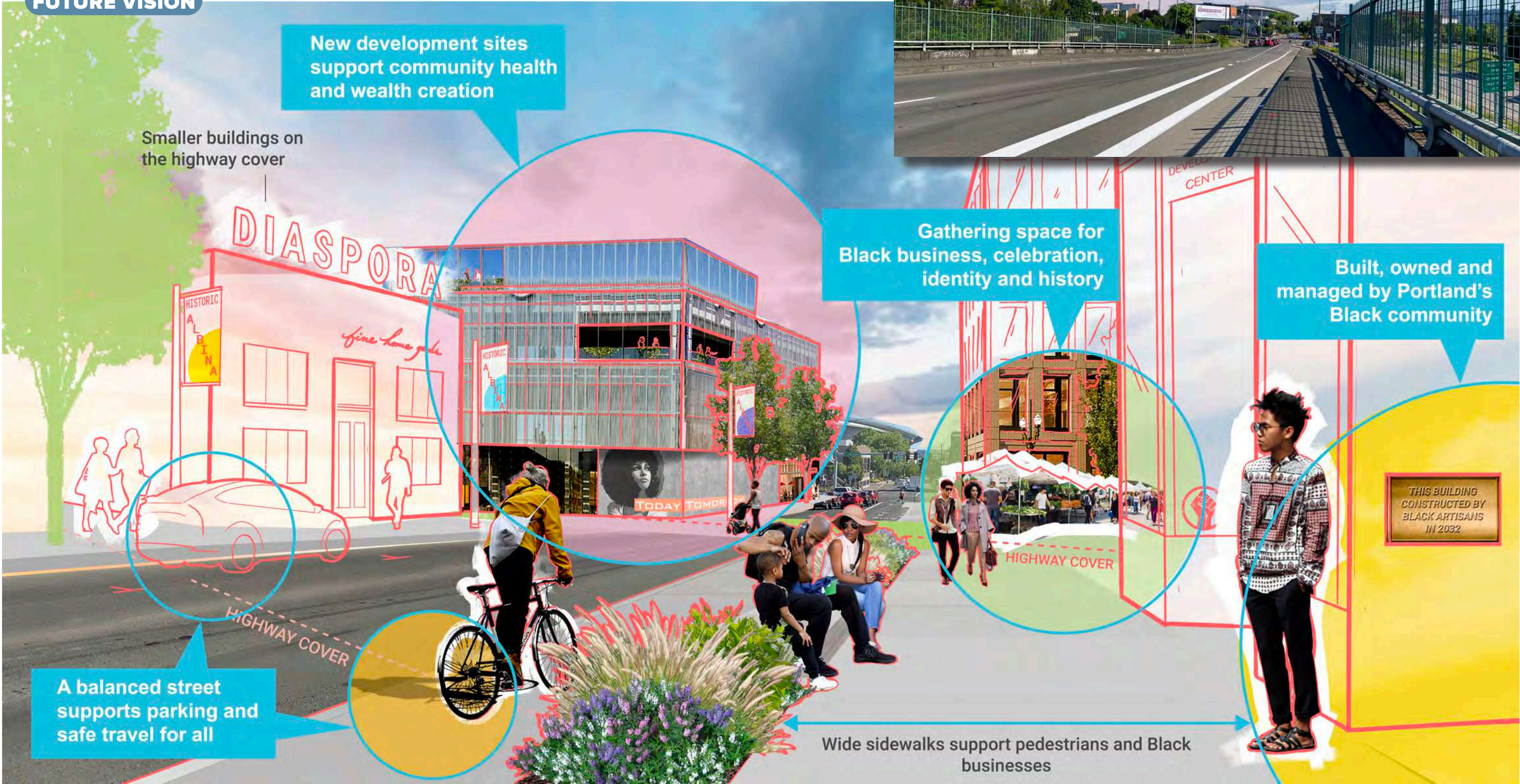
N. VANCOUVER NEAR NE TILLAMOOK



VANCOUVER SCENARIO

I-5 ROSE QUARTER IMPROVEMENT PROJECT - ICA

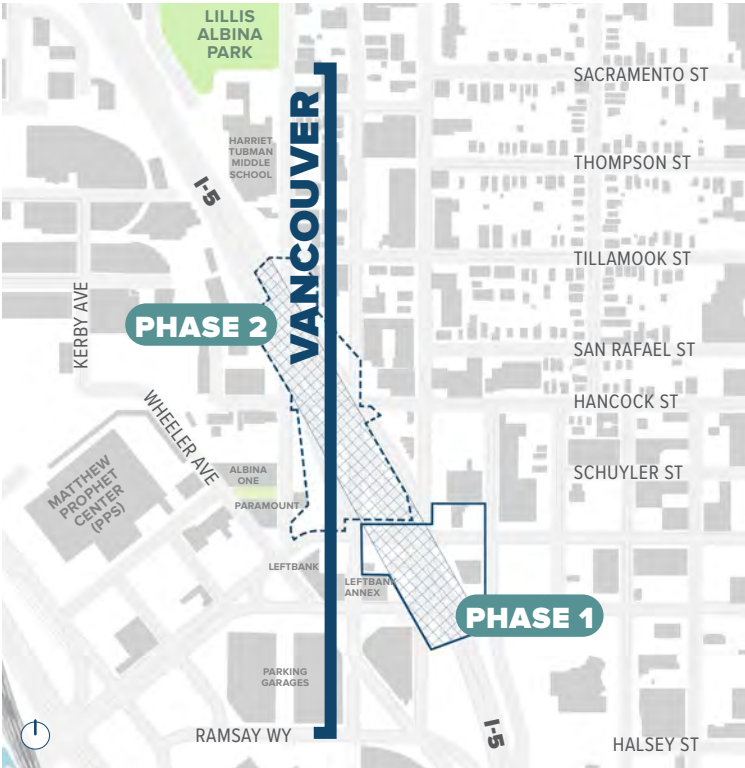
FUTURE VISION



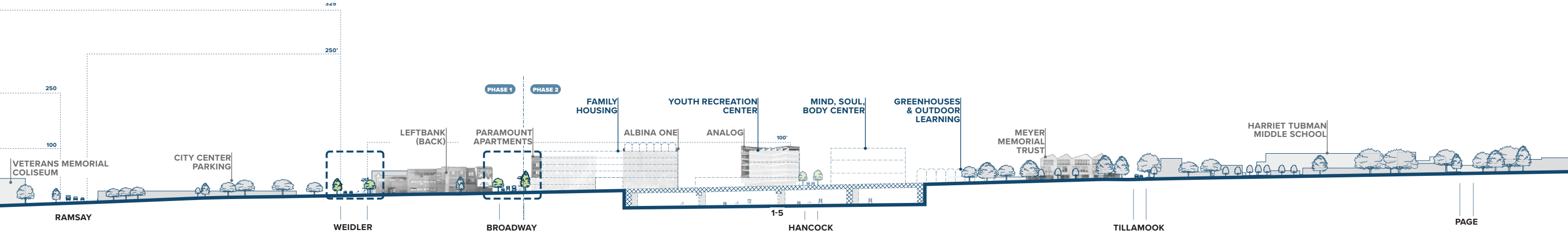
EXISTING CONDITIONS



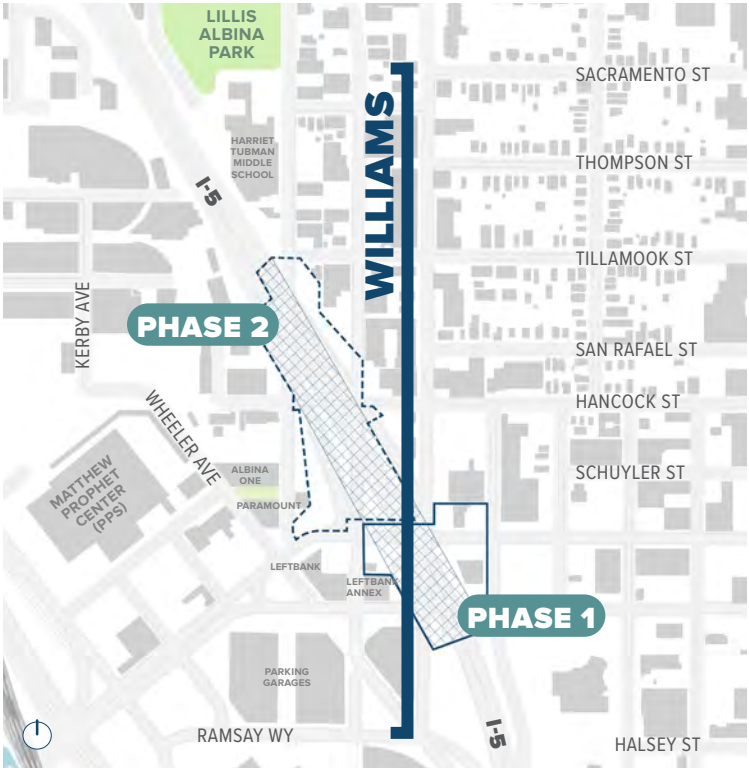
VANCOUVER



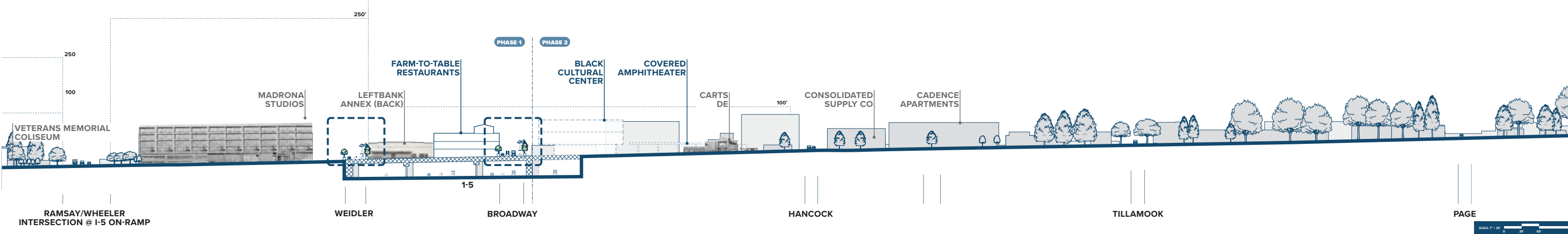
— PHASE 1
- - - PHASE 2



WILLIAMS



— PHASE 1
- - - PHASE 2



STREETS IN TRANSITION



U-Street, Washington D.C.



Livernois “Avenue of Fashion”, Detoit (Rendering)



Hudson Street, NYC (Rendering)



Hudson Street, NYC (Built)

VIBRANT STREETSCAPES



City Sign, Pittsburgh, PA



Signage, Eighth Street Design District, Cincinnati



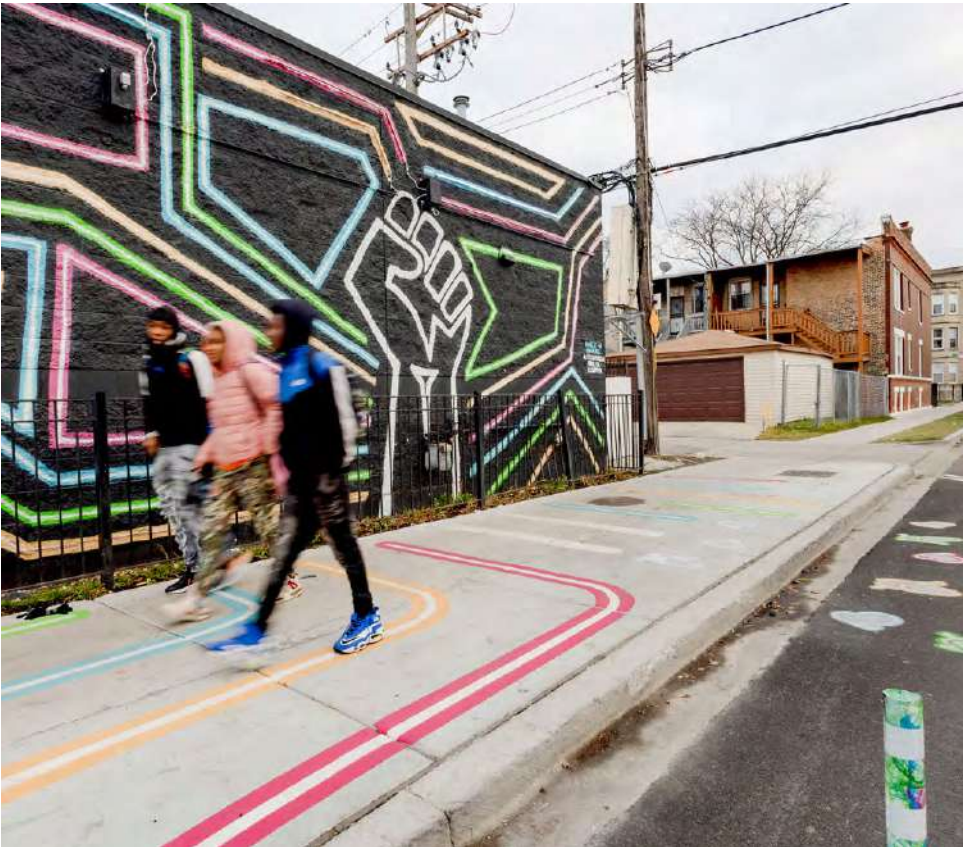
Sound absorbing sceens along highway, Warsaw, Poland



Historic District Sign, Nebraska



Highway buffer, Netherlands



Painted Streetscape, Chicago

Future of Vancouver & Williams

Would walking, biking or spending time on Williams feel or look different than Vancouver, acknowledging its role as a historic neighborhood main street?

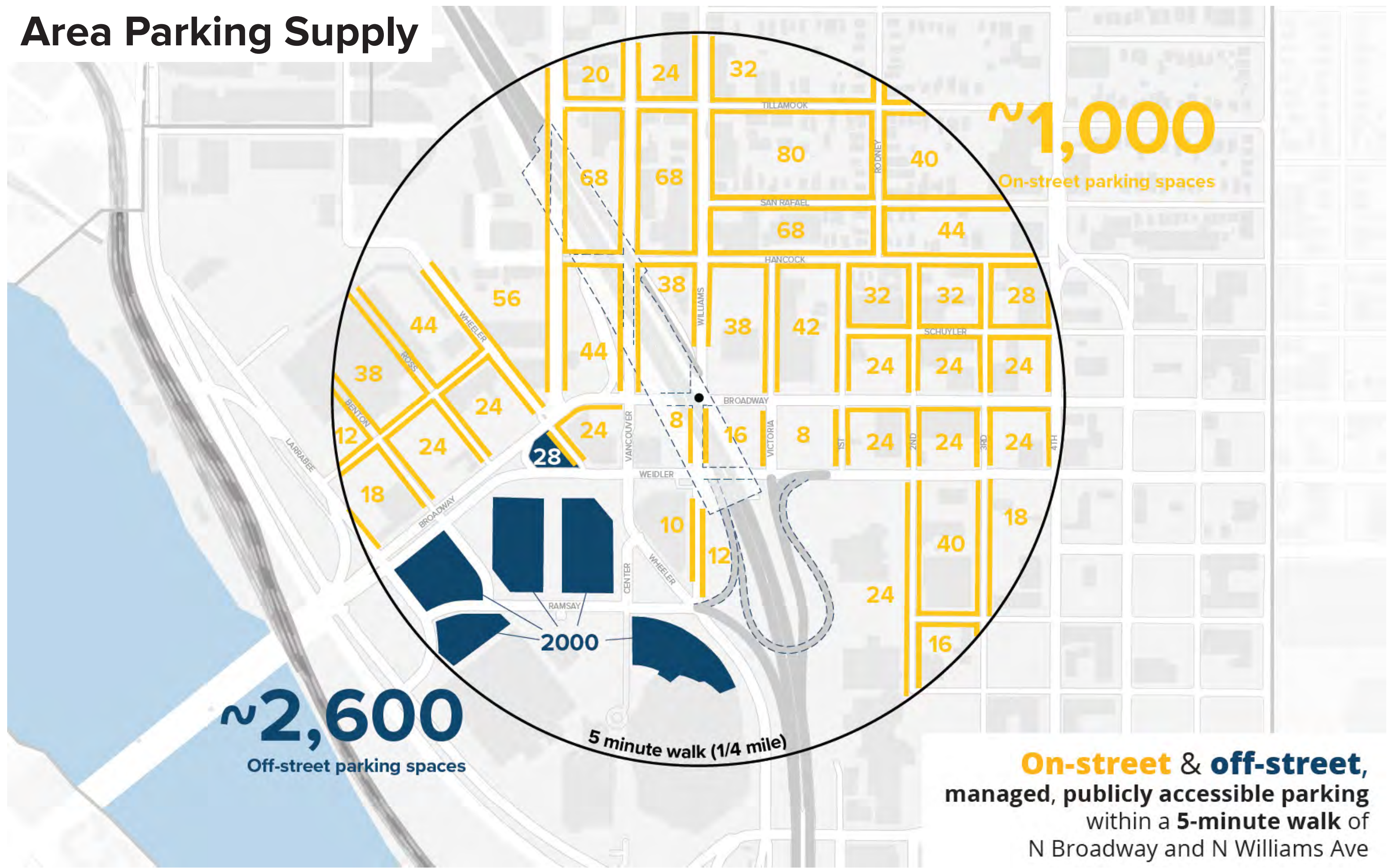
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Parking

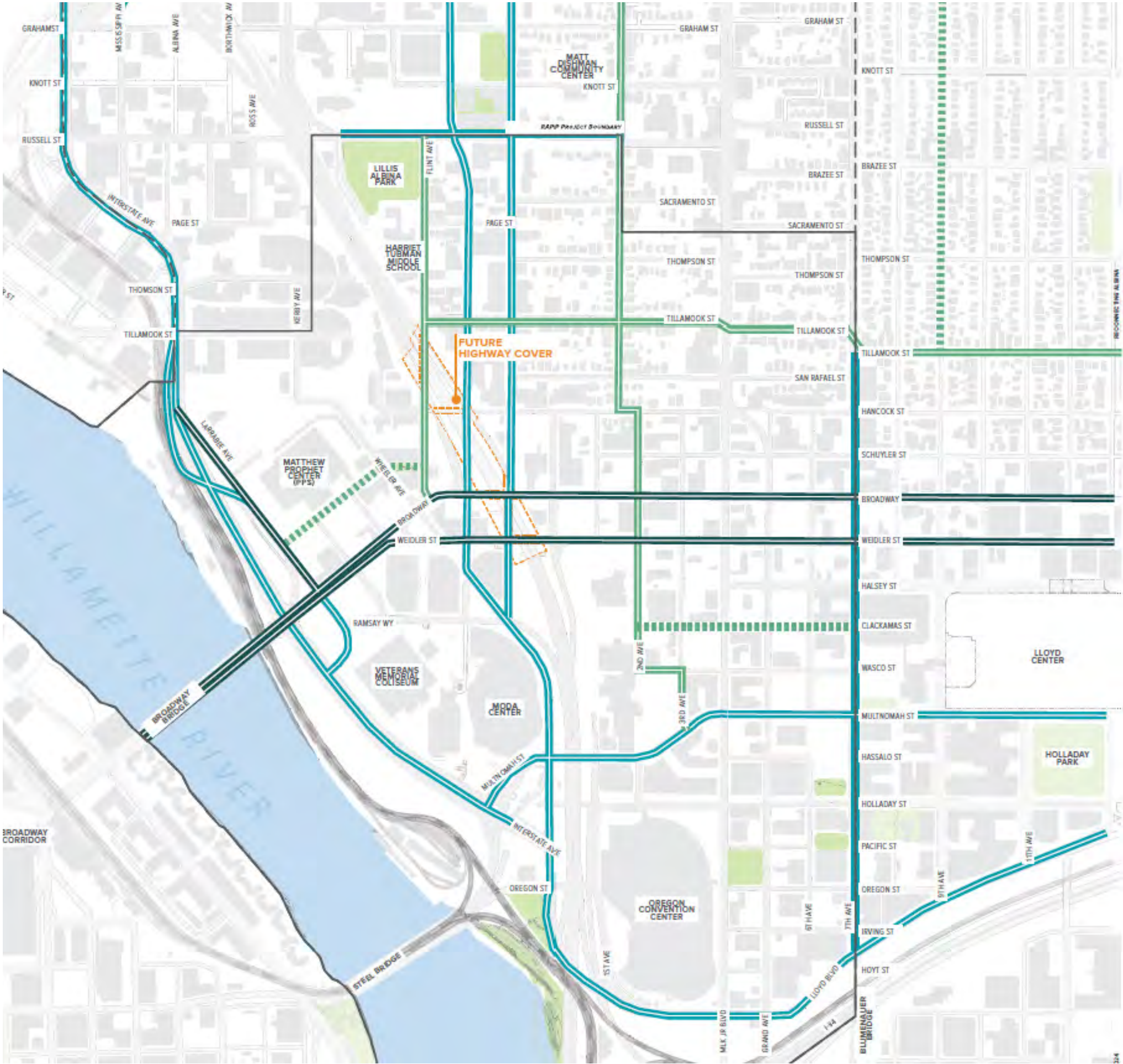
It will be difficult and costly to provide parking on the highway cover, with nearby streets and parcels presenting more opportunities to provide parking.

What kinds of strategies feel appropriate to serve the highway cover uses and the surrounding neighborhoods?

Area Parking Supply



BICYCLE NETWORK



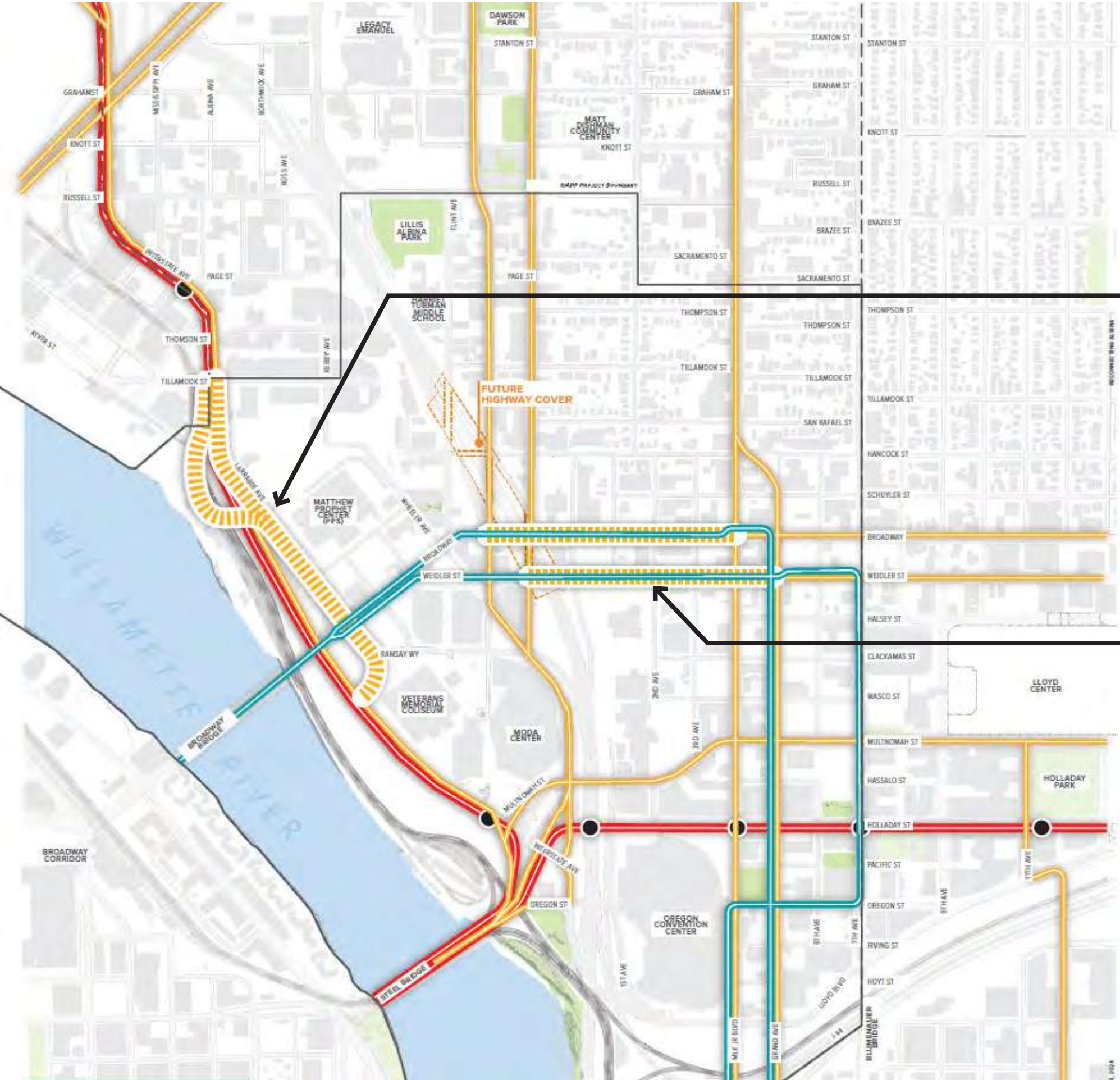
Future Neighborhood Greenway Connections

Existing Neighborhood Greenway

Existing Bike Lane


Lower Albina Streetscape Project

TRANSIT NETWORK



IDEA #1:
Re-route existing bus service along N Interstate Ave to come “up and over” via N Larrabee Ave, serving new development and public open space at the PPS redevelopment site.

IDEA #2:
Consider extending service on TriMet Line 77 to Vancouver/Williams to serve development on the Highway Cap.

 New! Bus Service Ideas

 Existing Bus Service

 Existing Portland Streetcar

 Existing MAX Light Rail

Parking

What kinds of strategies feel appropriate to serve the highway cover uses and the surrounding neighborhoods?

Williams Width Trade-offs

On-street parking and loading zones can support small businesses and create a more active, people-friendly street.

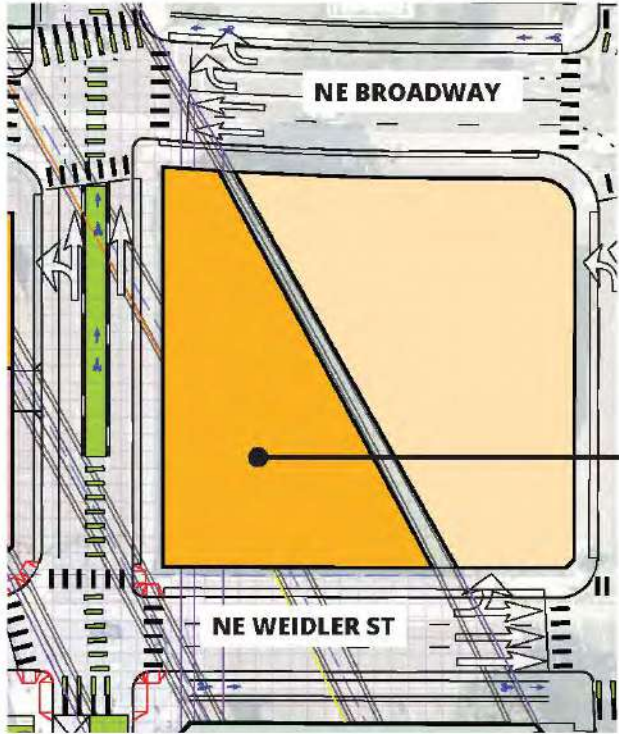
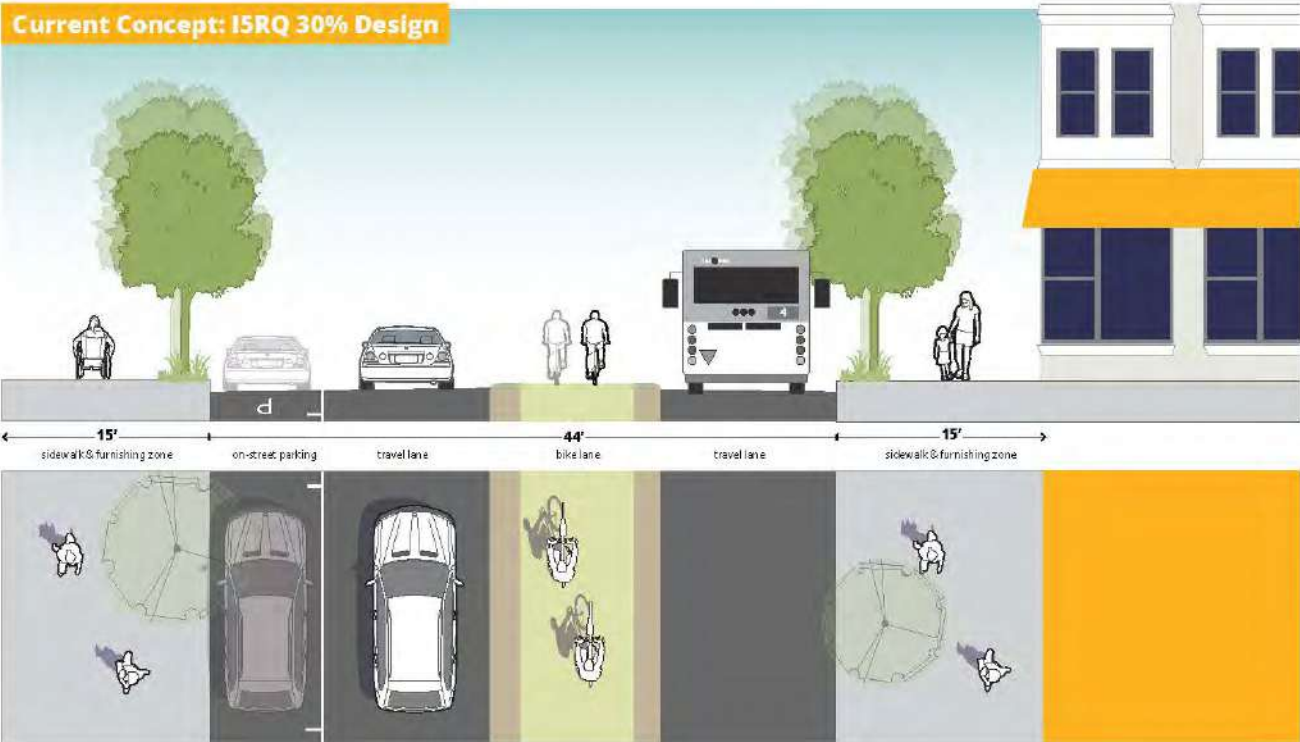
But making room for them means the street would need to be slightly wider, reducing the total area available for new buildings and development.

Would you support slightly wider streets to allow for on-street parking and loading, knowing it could reduce space for buildings and other uses?

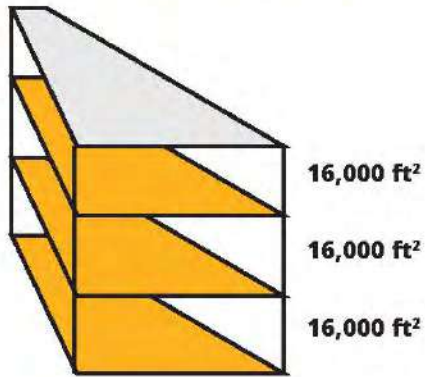
N WILLIAMS AVE |

Broadway to Weidler

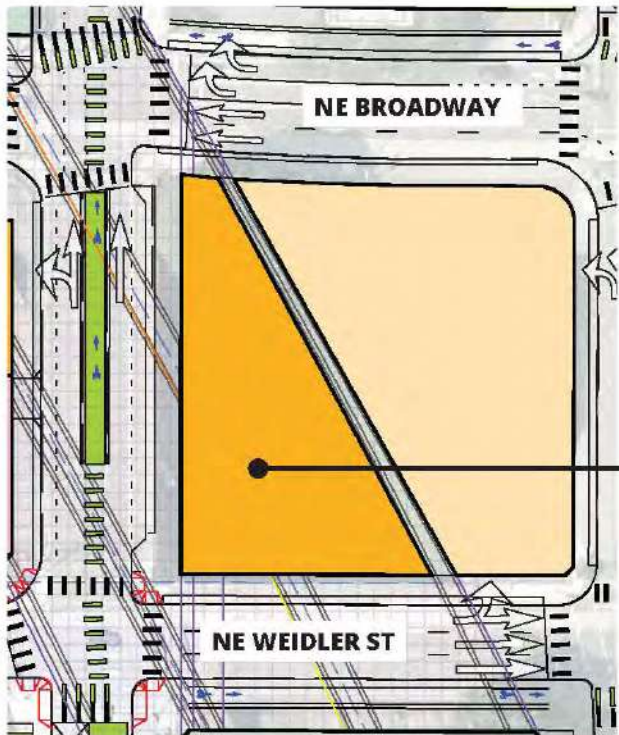
Street Cross Section / Development Capacity Trade-off



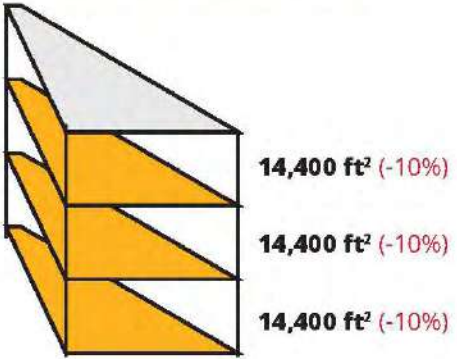
PARCEL 7: Albina Food Hall



DEVELOPMENT CAPACITY = 48,000 ft²
(THREE STORY BUILDING)



PARCEL 7: Albina Food Hall



DEVELOPMENT CAPACITY = 43,200 ft² (-4,800 ft²)
(THREE STORY BUILDING)

Williams Width Trade-offs

Would you support slightly wider streets for on-street parking and loading, knowing it could reduce space for buildings and other uses?

Part III: Movement and Placemaking



ALBINA
albinavision.org

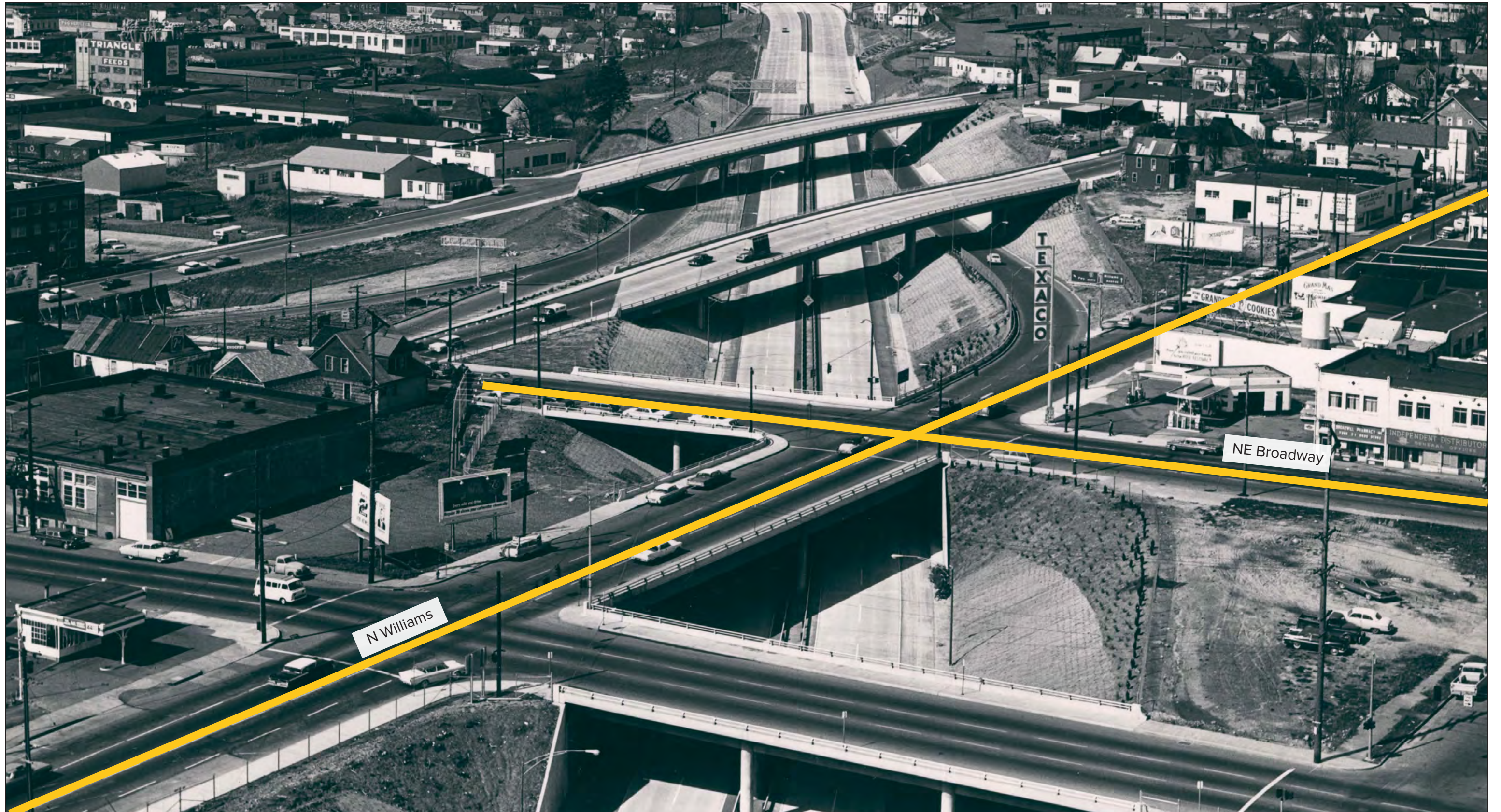
Special Areas: Gateways

The intersection of Broadway and Williams has the potential to develop into an important gateway and destination for this district.

As a special intersection and gateway, how should this intersection look or feel when walking, biking, sitting in or even driving by? Are there other locations you prefer for special intersections?

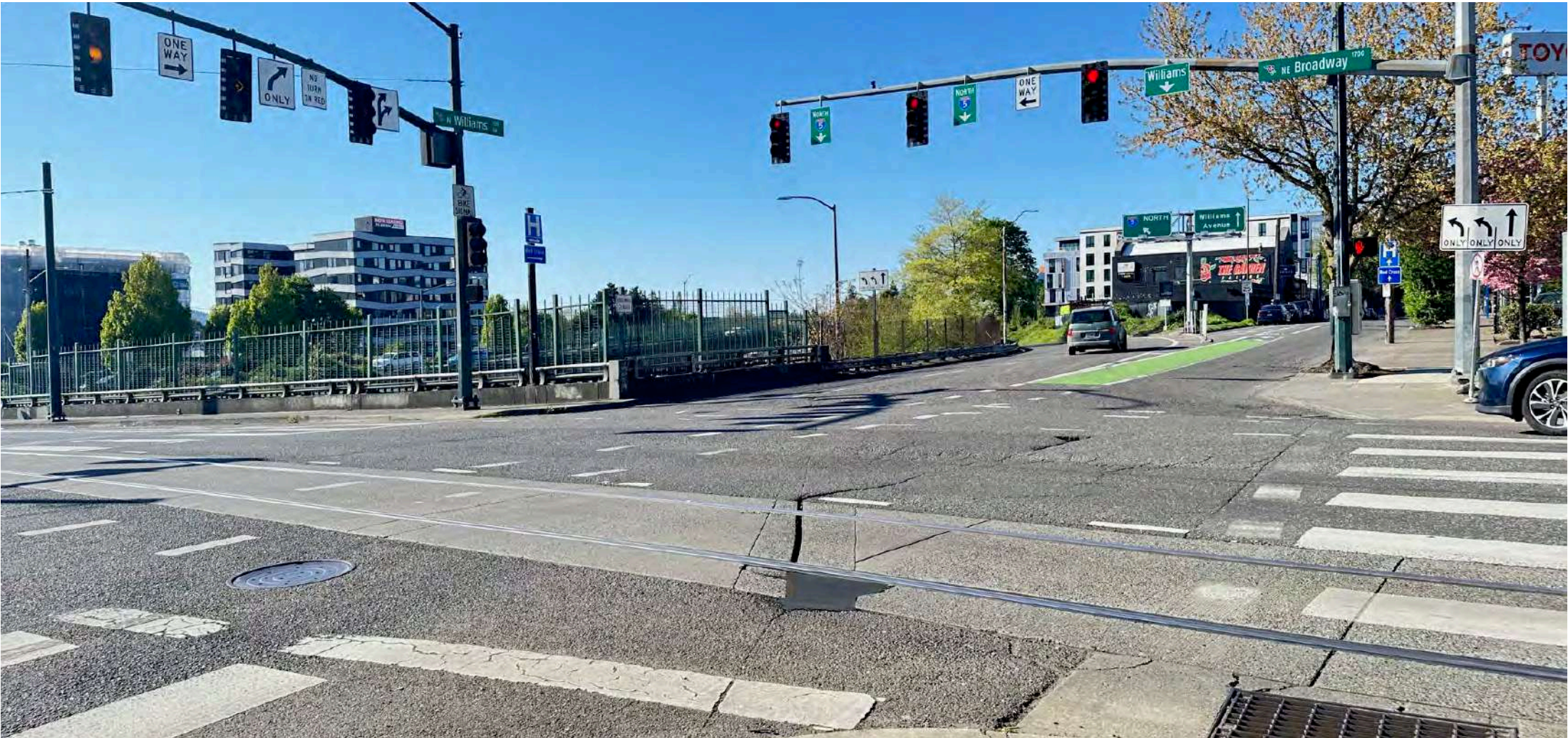
HISTORIC CONTEXT

BROADWAY, WILLIAMS AND WEIDLER, 1964



BROADWAY & WILLIAMS

EXISTING CONTEXT



BROADWAY & WILLIAMS

PHASE 2

— PHASE 1
- - - PHASE 2



BLACK CULTURAL CENTER⁵

CELEBRATE ALBINA'S HISTORY WITHIN THE PUBLIC REALM³

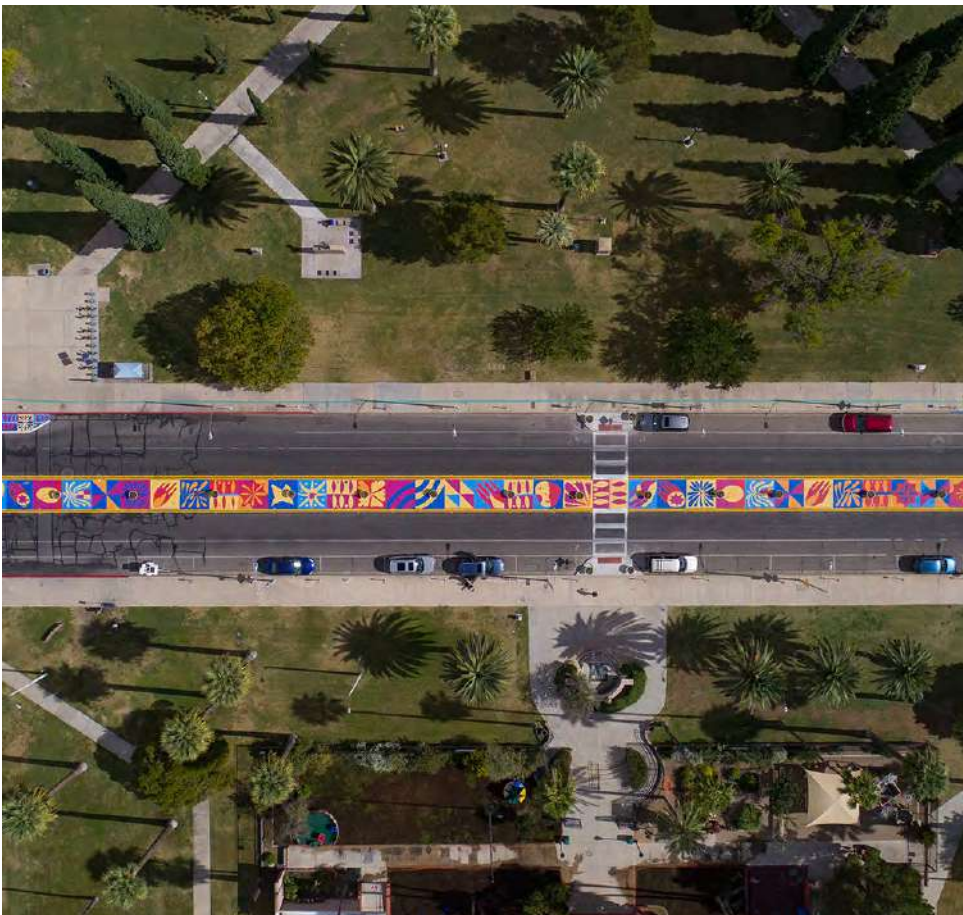
IMPROVED INTERSECTION

MONUMENT⁶

PAVING & CROSSWALKS



Artistic Crosswalk, Lancaster, CA



Street painting, Tuscon, AZ



Artistic crosswalk, Richmond, VA



Geometric urban park plaza



Active streetscape, Dallas, TX



Colorful paving, Public Plaza in Chengdu, China

LIGHTING & PLANTINGS



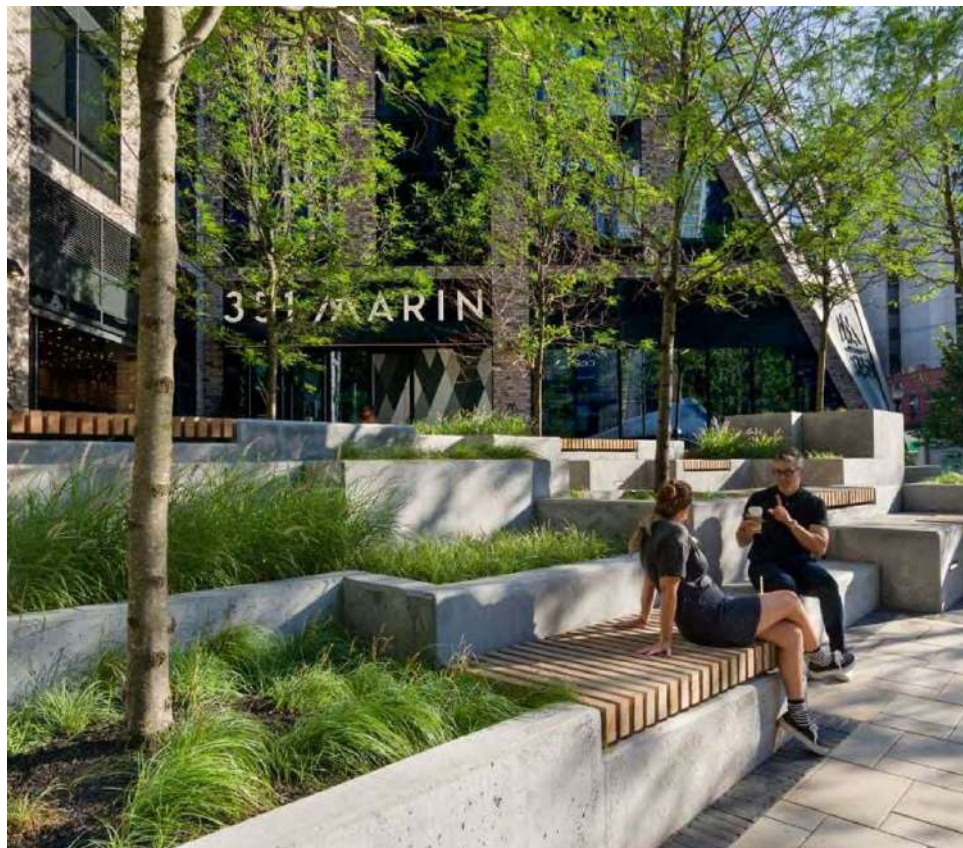
Lighting design at Hing Hay Park, Seattle, WA



Artistic light fixtures, Chattanooga, TN



Red street light feature, Perth, Australia



Plaza at Marin Apartments, Jersey City, NJ



Planters and seating at Artline Plaza, NY



Integrated planters and shade structures, Hyeres, France

Special Areas: Gateways

As a special intersection and gateway, how should this intersection look or feel when walking, biking, sitting in or even driving by? Are there other locations you prefer for special intersections?

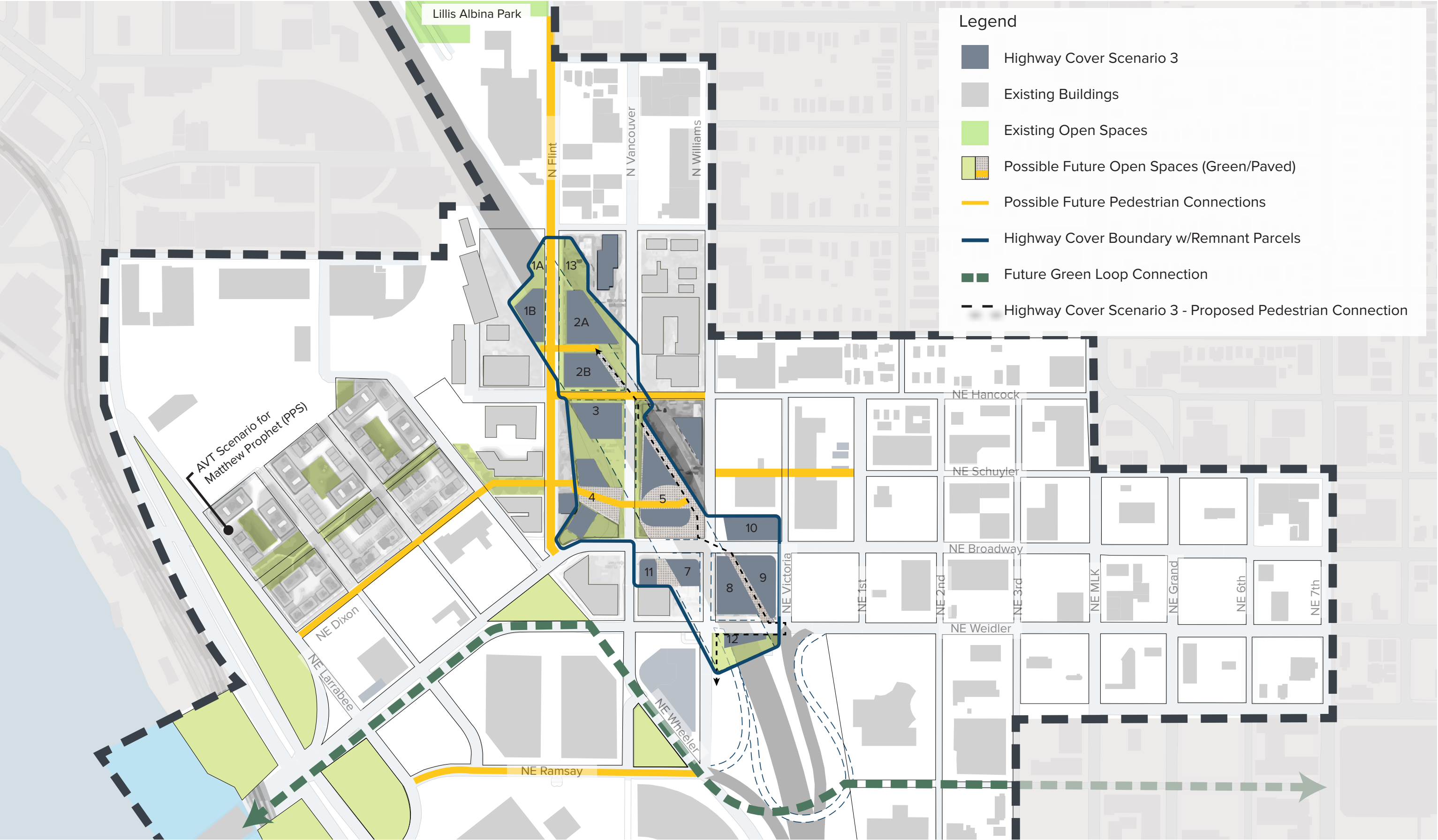
Special Areas: Public Open Spaces

This district currently lacks a safe and accessible pedestrian network despite a number of existing public spaces.

This is exacerbated by Broadway and Weidler, two of the widest corridors, which hinders pedestrian access moving north and south.

How can we use pedestrian connections to create a local network of public spaces and what should the experience in those various spaces be?

CREATING AN OPEN SPACE NETWORK



CONNECTING N DIXON & FLINT

Albina One Pedestrian Connection

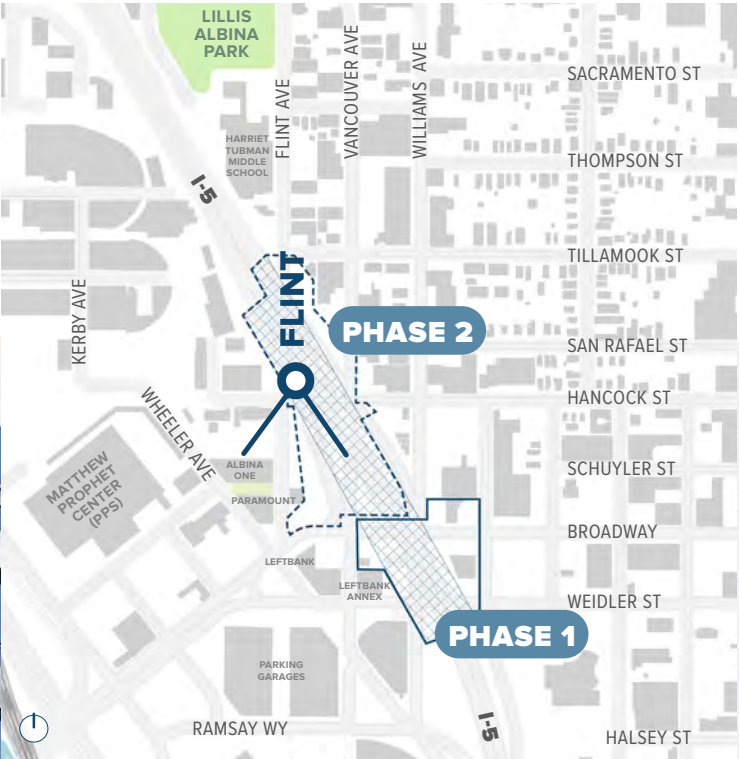


FLINT

PHASE 1



— PHASE 1
- - - PHASE 2



? WHAT IS THE BEST WAY TO USE THIS DIAGONAL WALKWAY WHERE COVER MEETS GROUND?

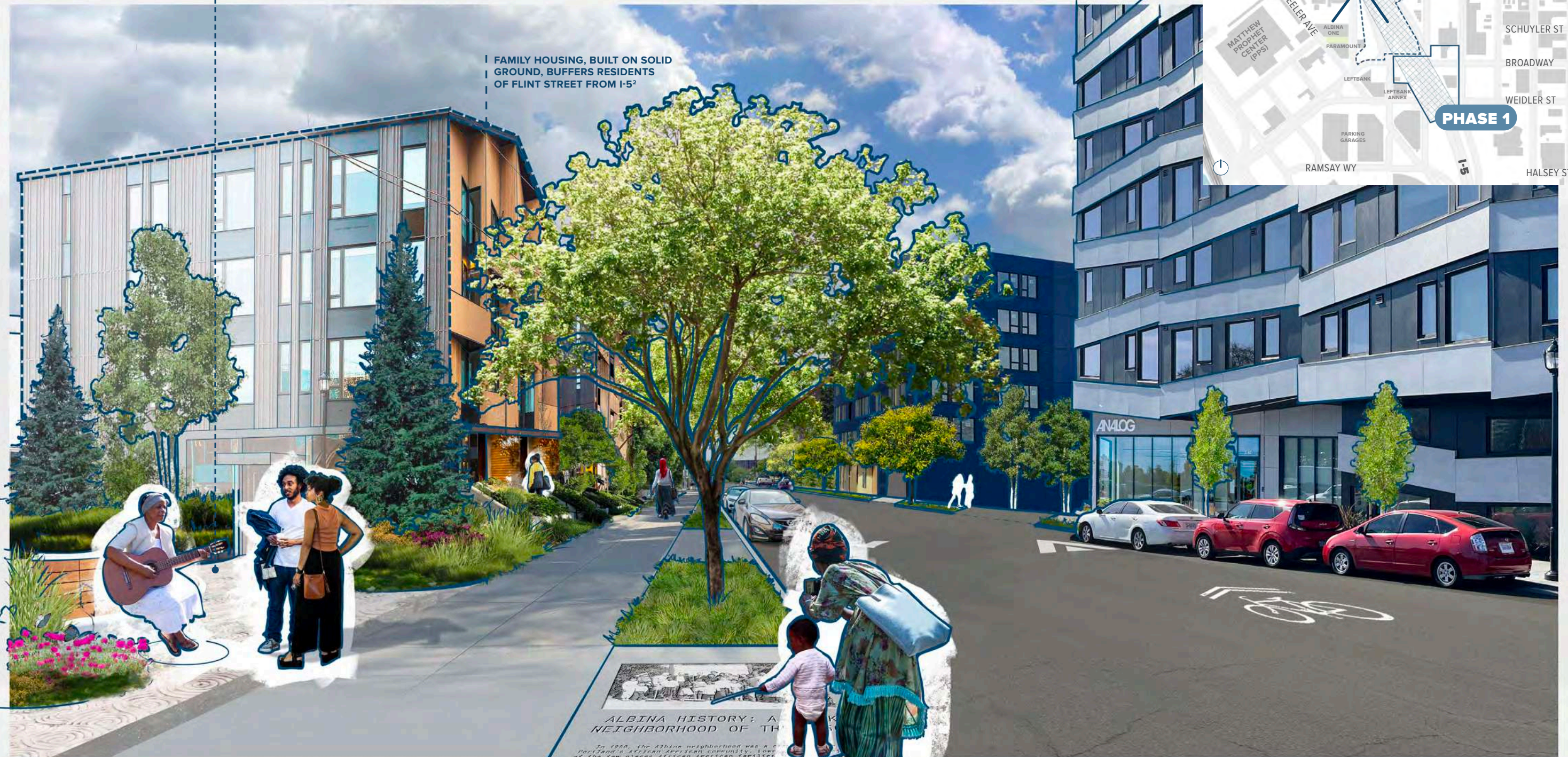
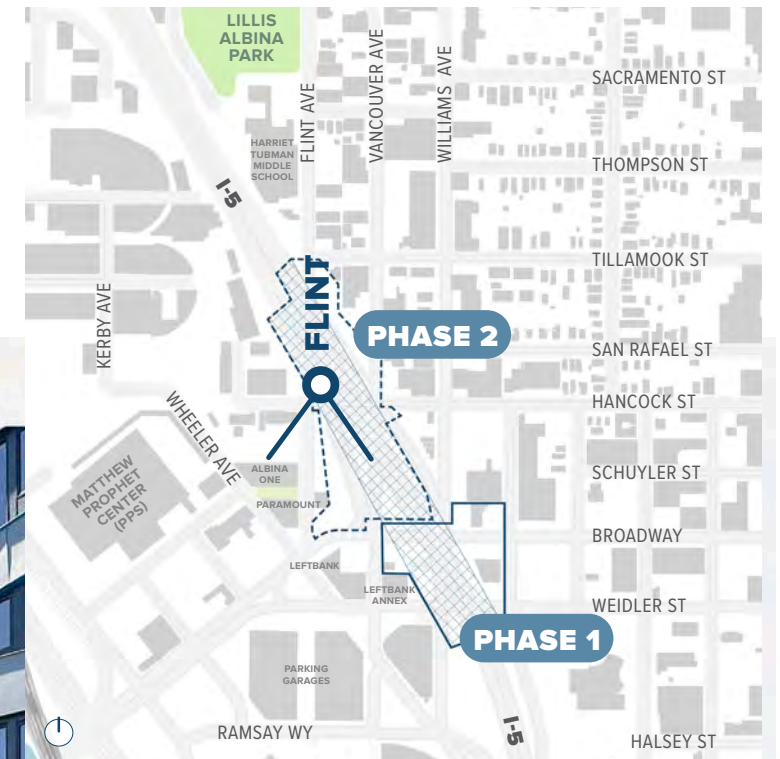
PHASE 2

FAMILY HOUSING, BUILT ON SOLID GROUND, BUFFERS RESIDENTS OF FLINT STREET FROM I-5²

ALBINA HISTORY: A NEIGHBORHOOD OF THE

In 1968, the Albina neighborhood was a...
Portland's African American community. One...
of the few African American neighborhoods...

— PHASE 1
- - - PHASE 2



VIBRANT STREETSCAPES



Shade Sails and seating, University of West Geogia, GA



Jamison Square boardwalk, Portland, OR



Public Plaza & Pedestrian Connection, Field Office, Portland, OR



Public park and trail on highway cover, Phoenix, AZ



Geometric plaza park, Copenhagen Denmark

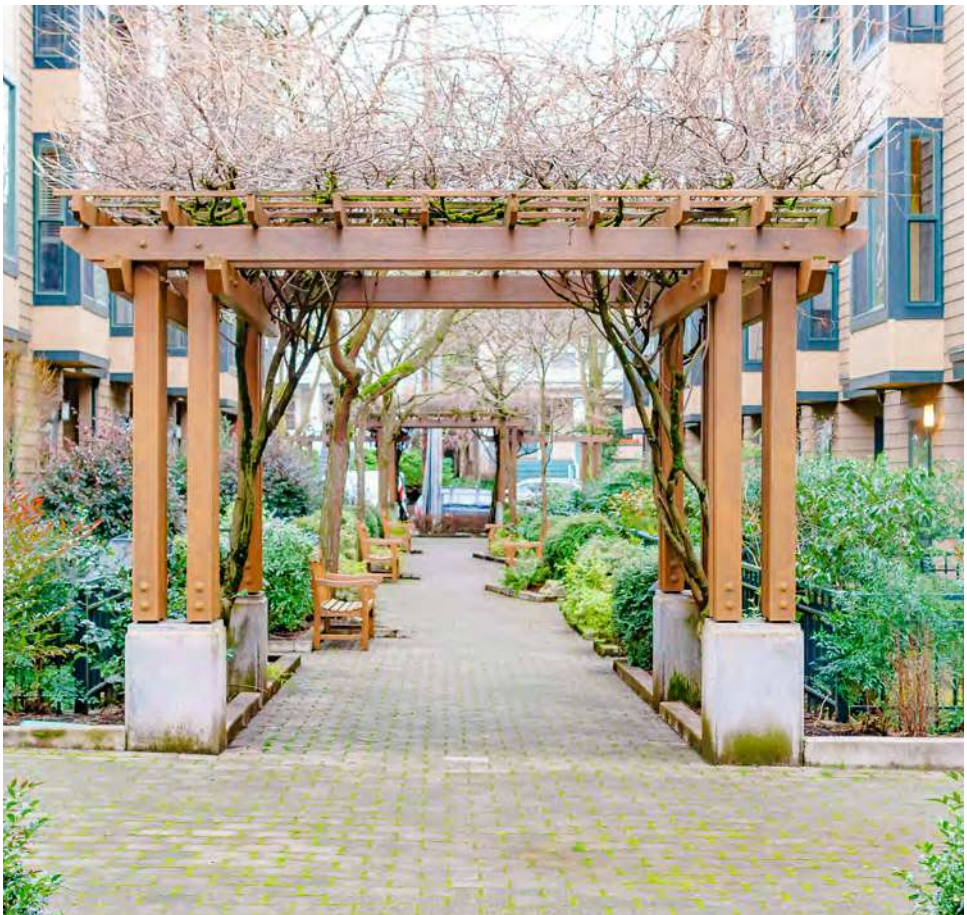


Colorful pedestrian plaza/path, Copenhagen, Denmark

QUIETER STREETSCAPES



Pedestrian connection with plantings and trees, Portland, OR



Public Pedestrian Connection w/ housing, Portland, OR



Mixed-use with residential, Portland, OR



Residential Streetscape with plantings, Seattle, WA



Elevated and setback with plantings, Portland, OR



Urban density along streetscape with trees, Portland, OR

Special Areas: Public Open Spaces

How can we use pedestrian connections to create a local network of public spaces and what should the experience in those various spaces be?

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Appendix

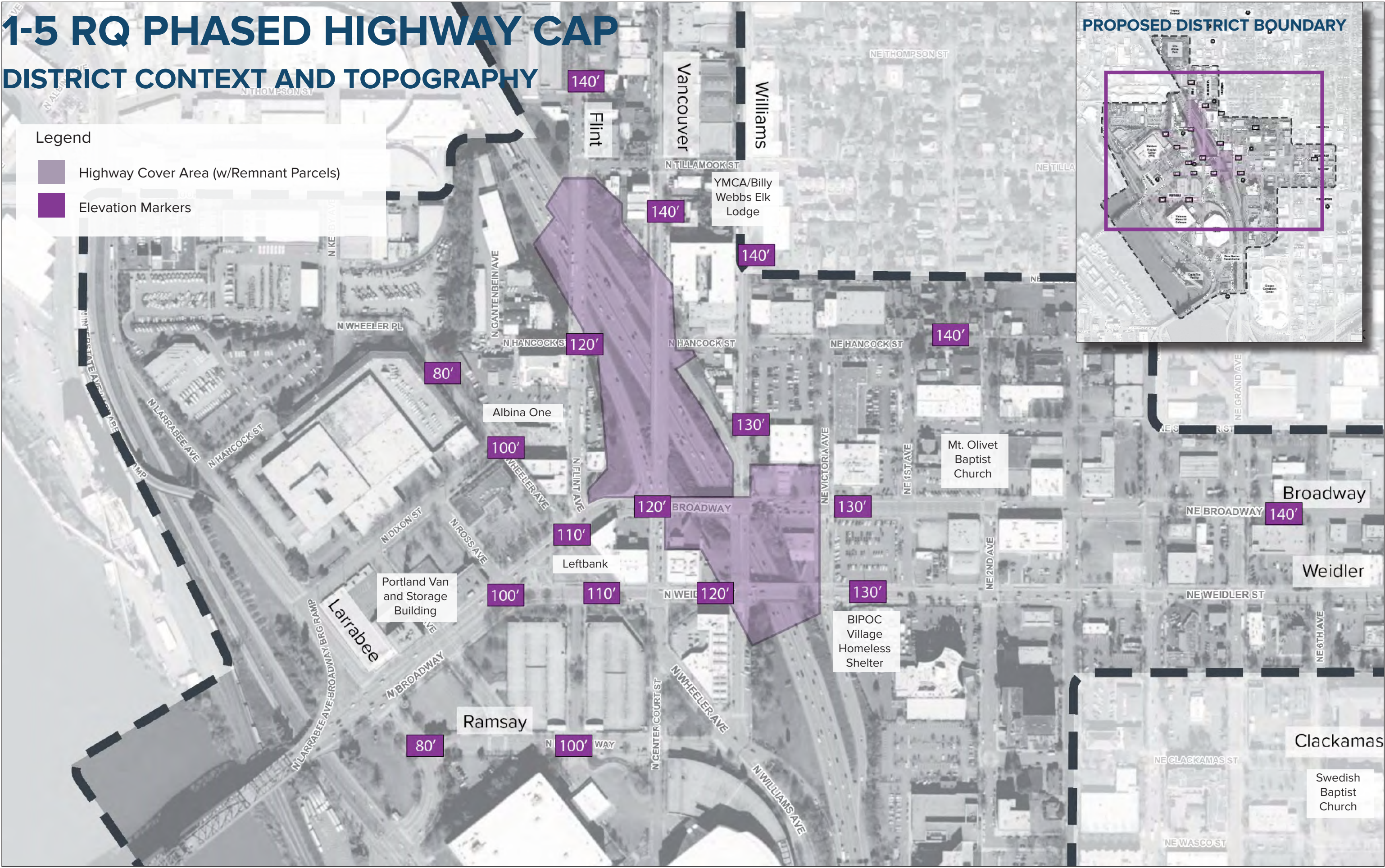
1-5 RQ PHASED HIGHWAY CAP

DISTRICT CONTEXT AND TOPOGRAPHY

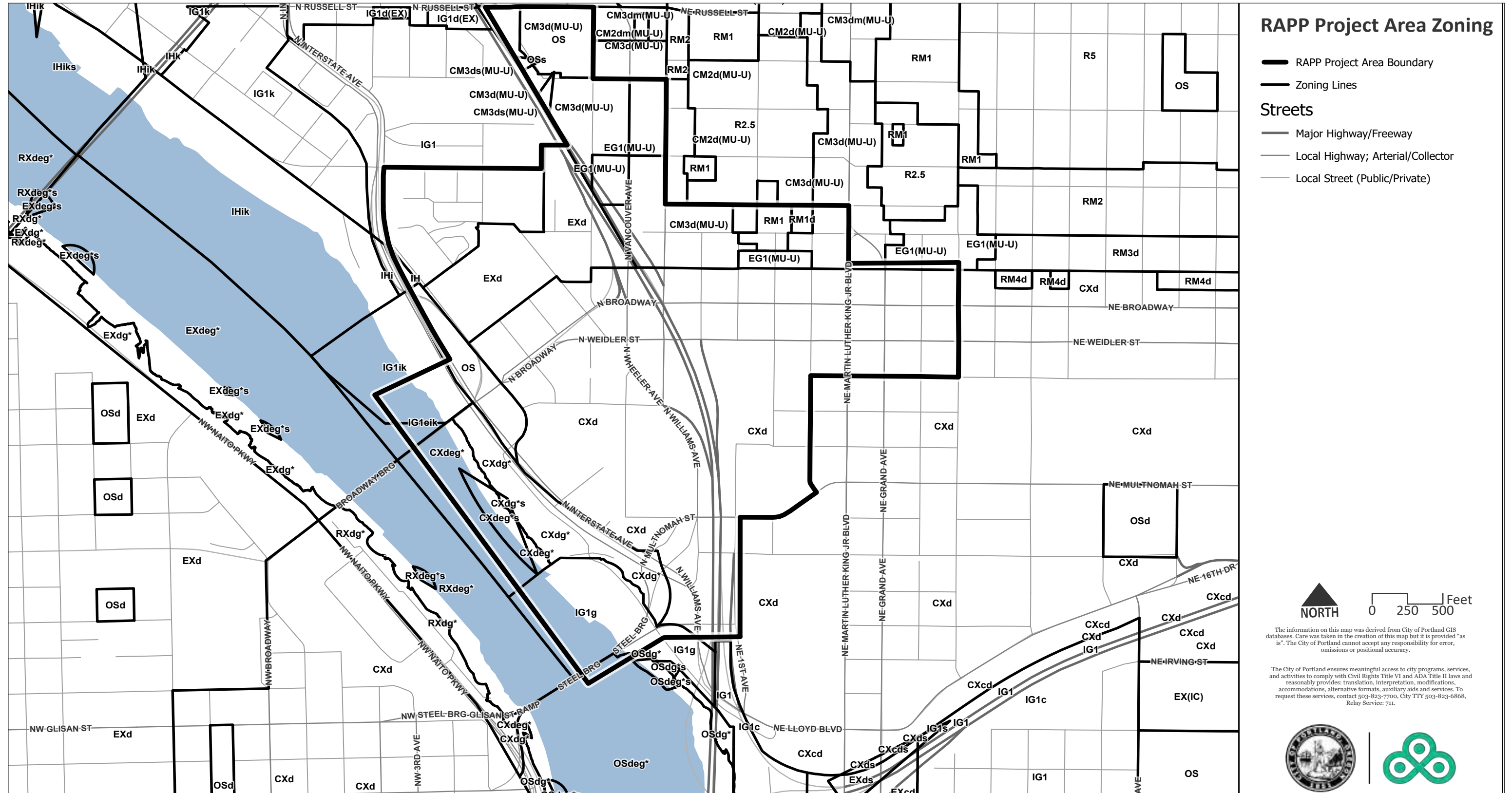
Legend

Highway Cover Area (w/Remnant Parcels)

Elevation Markers

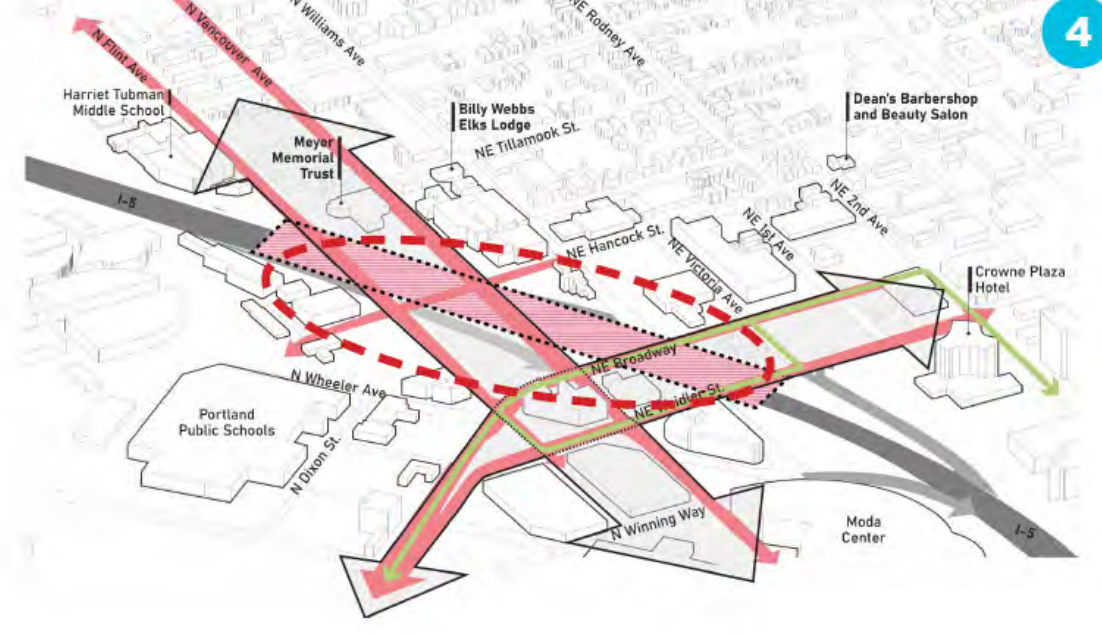
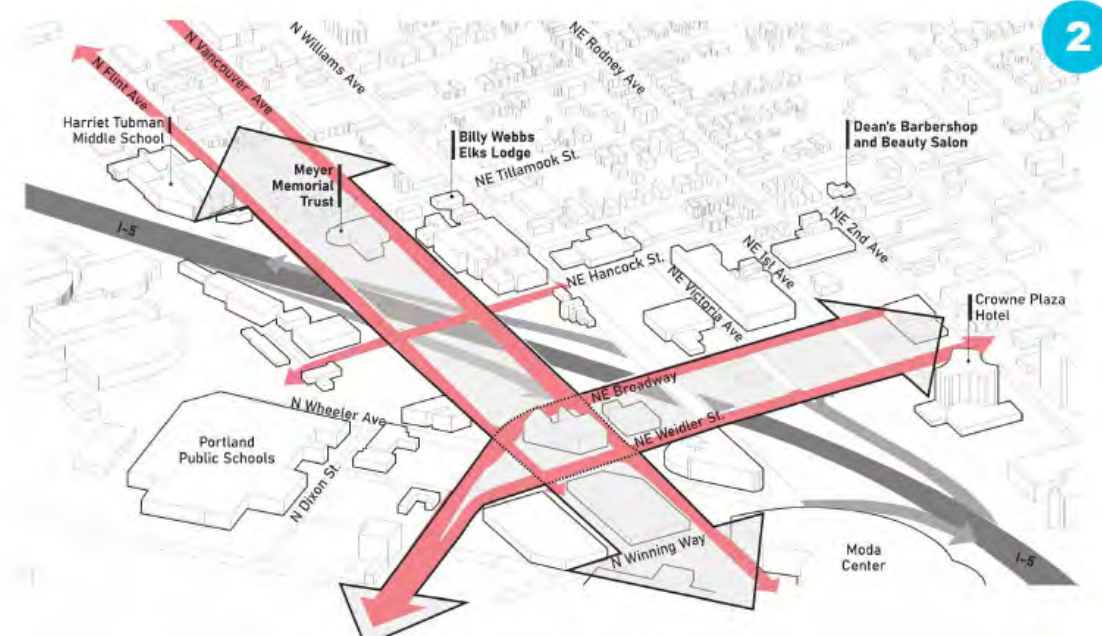


RAPP Project Area



NEIGHBORHOOD FRAMEWORK PRINCIPLES

I-5 Rose Quarter Improvement Project - ICA



NOISE LEVEL

COMMUNITY HEALTH BENCHMARKS

A study in 2019 found traffic noise starting at 50 decibels (dB) increased the risk of heart disease by 8% for every 10 decibels due to increase in stress hormones. Other associated health risks are heart failure, arrythmia, stroke, lower birth weight, learning difficulties, and hearing loss.

KEY

0-30 decibels	equivalent to a ticking watch or normal breathing. This range is not associated with any negative health effects, and is correlated with relaxation and good sleep.
30-40 decibels	equivalent rustling leaves and mosquitos buzzing. This range is not associated with any specific health problems, but exceeding this sound level can damage sleep patterns.
40-50 decibels	equivalent to sounds that are noticeable and can become disruptive depending on the environment. Prolonged exposure may cause headaches, irritability, and sleep disruption.
50-60 decibels	sounds that are normal, but noticeable and can compete with what people are trying to listen to; ie. conversation, music. This level and above can increase stress.
60-70 decibels	equivalent to a loud converstion, laughter, hair dryer. Can become annoying if people can't control their exposure to the sound and increases stress.
70-80 decibels	feels too loud, overpowers conversation and music in headphones, risk level is considered high, can cause hearing loss.
80-90 decibels	high risk and equivalent to city traffic, lawn mower. Can have adverse effects on pregnant women and cause tinnitus. Recommended exposure is a maximum of eight hours.

TRAFFIC NOISE BUFFERS



Acrylic panels on Beehive Bridge in New Britain, CT



Metal and acrylic noise barrier, Netherlands



Metal and concrete noise barrier, Dublin, CA



Metal and glass noise barrier, Warsaw, Poland



Wood, metal and glass noise barrier, Brunico, Italy



Corrugated metal noise barrier, Melbourne Australia

IMAGE REFERENCES

BROADWAY & WILLIAMS PERSPECTIVE

- 1. NOISE READINGS TAKEN ON SITE USING DECIBEL X IPHONE APP
- 2. EXAMPLE IS THE FROST CENTER IN SAN LUIS OBISPO, CA, BY ZGF ARCHITECTS (2024)
- 3. EXAMPLE ABOVE IS FROM THE HISTORIC BLACK WILLIAMS PROJECT BY KAYIN TALTON DAVIS AND CLEO DAVIS, PORTLAND OR (2017)
- 4. EXAMPLE ABOVE IS THE FORM OF HOME FORWARD + PCC HOUSING AND WORKFORCE DEVELOPMENT CENTER DESIGNED BY HACKER ARCHITECTS (2025)
- 5. EXAMPLE ABOVE IS THE VIRGINIA AFRICAN AMERICAN CULTURAL CENTER, VIRGINIA BEACH, VA, BY HANBURY DESIGN (IN PROGRESS) OVERLAID WITH A METAL SCREEN INSPIRED BY THE HISTORIC IRONWORK OF BLACK ARTISANS AND THE NATIONAL MUSEUM OF AFRICAN AMERICAN HISTORY AND CULTURE, BY ADJAYE ASSOCIATES, WASHINGTON DC (2016)
- 6. EXAMPLE ABOVE IS THE MURAL, STILL WE RISE BY ARVIE SMITH, PORTLAND OR (2018) ADAPTED TO A FREESTANDING MONUMENT BASED ON PRISMATICA BY RAW DESIGN, MONTREAL CANADA (2014)

FLINT PERSPECTIVE

- 1. NOISE READINGS TAKEN ON SITE USING DECIBEL X IPHONE APP
- 2. EXAMPLE ABOVE IS DERIVED FROM LENTS COMMONS BY PROSPER PORTLAND AND PORTLAND HOUSING BUREAU, DESIGNED BY HACKER ARCHITECTS (2018).

Thank you!